



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

Can
1508
96.10

WIDENER



HN I3P8 8

Marmott - To Winnipeg
Manitoba and Back - 1896

can 1508.96.10

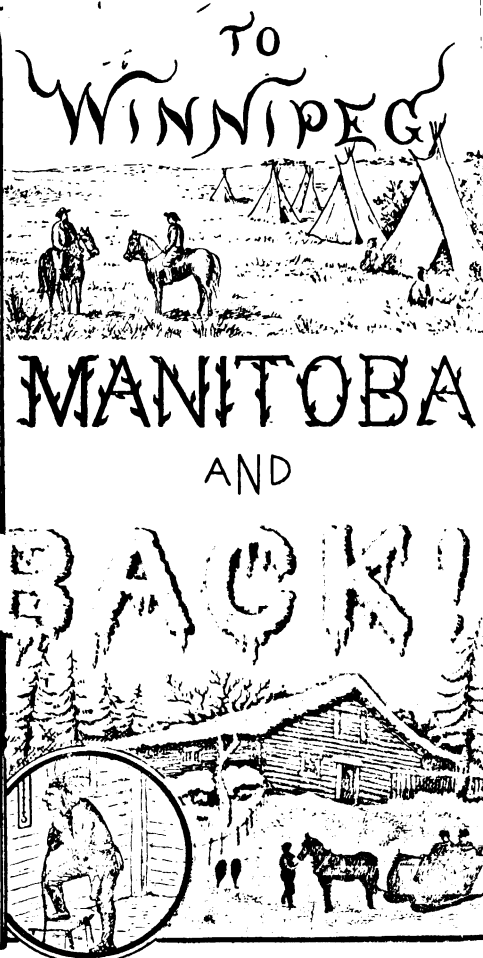
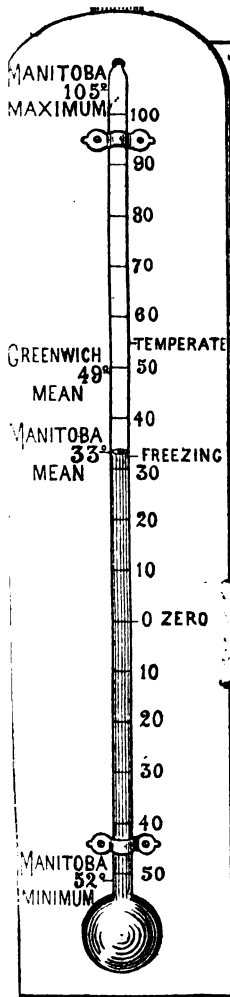
Harvard College Library



FROM THE
FRANCIS PARKMAN
MEMORIAL FUND

FOR
CANADIAN HISTORY

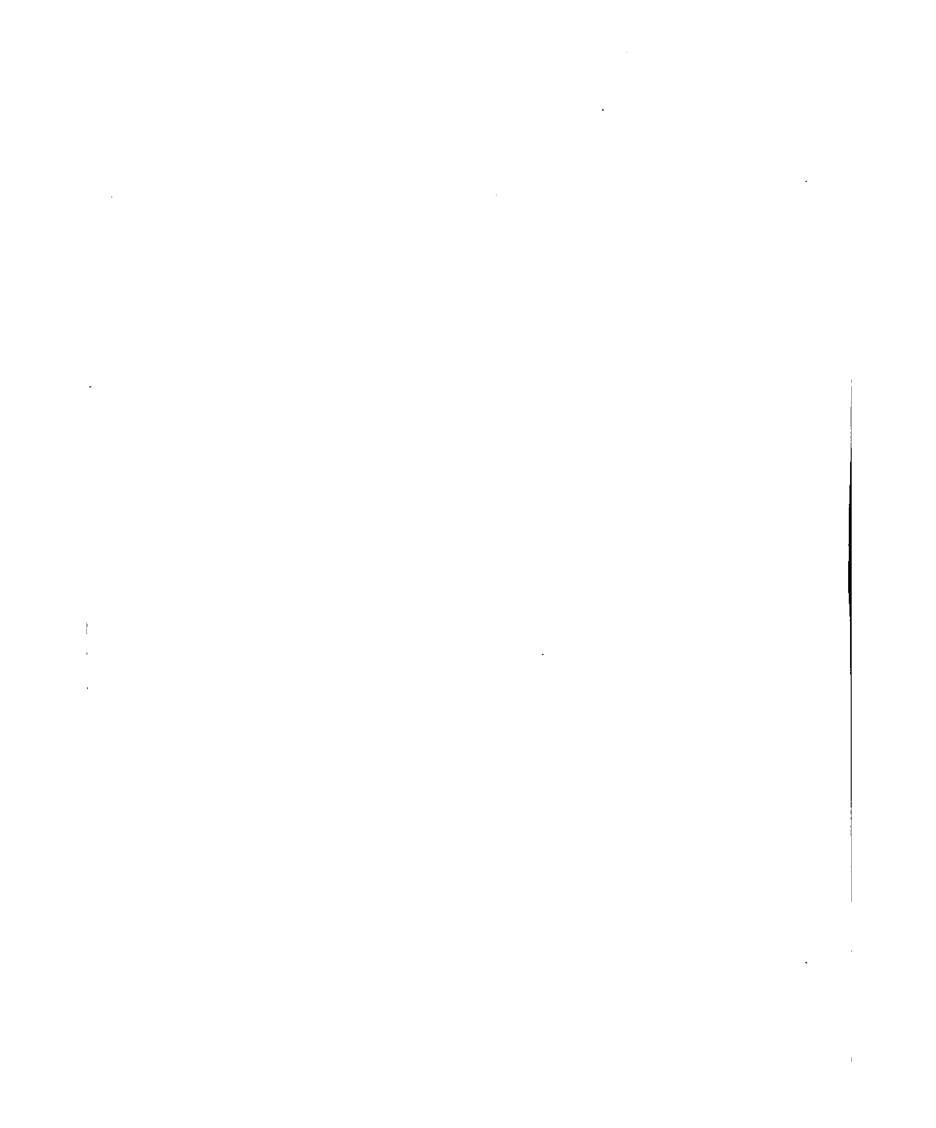
ESTABLISHED IN 1908





~~52~~
~~36~~

~~300~~
~~13~~



TO
Winnipeg, Manitoba
AND
Back!

By STEPHEN MARRIOTT.

Price One Shilling.

LONDON:
SIMPKIN, MARSHALL, HAMILTON, KENT & Co.,
LIMITED.

1896.

All rights reserved.

Can 1508.96.10

✓



Francis Parkman fund

PRINTED BY WILLIS & Co.,
LAMB'S BUILDINGS, BUNHILL ROW,
LONDON, E.C.

61

TO THE READER.

THE illustration on the cover is partly fanciful. The two men on horseback may be supposed to be summer visitors exploring the nakedness of an Indian reserve. At the foot of the design is a settler's farm, whence the sleighers may be driving thirty miles to a dance; while the Indian, whose weapon should have been a gun, (smuggled from America), may be supposed to be imbibing a first lesson in science, such as the reader may himself take by reading Appendix A, or studying the extremes of temperature shown on the left of the cover.



1

TABLE OF CONTENTS.

CHAPTER I.

THE VOYAGE OUT.

Prefatory, 1. Steerage, 1. First meal, 2. Passengers, 3. A steerage delicacy, 3. Irish passengers, 4. Icebergs and fog, 4.

CHAPTER II.

WESTWARD ON THE C. P. R.

Quebec Dépôt, 6. Food *en route*, 6. Colonist cars, 7. Lake Superior, 8. Tank stations, 9. A fresh-water Brighton, 10. Maps, 10.

CHAPTER III.

THE CAPITAL OF MANITOBA.

Outskirts of Winnipeg, 11. Red River, 11. Hudson Bay Railway, 12. St. Mary's Canal, 12. Railway offices, 13. Ranching, 13. Section men, 14.

CHAPTER IV.

THE SECTION-HAND.

His pay, 16. Food, 16. Foreman, 17. Housewife, 17.
"Road" and Roads, 17. His Sunday, 18. His Pedlar, 19.

CHAPTER V.

MORE PERSONAL.

A misleading friend, 21. Look before you leap, 23. Engaged as navvy, 24. Journey to scene of work, 24. Insects, 24. Hand-car, 26. Fellow workmen, 27. Our cow, 28. An accident, 28.

CHAPTER VI.

GETTING BACK TO WINNIPEG.

Raising the wind, 30. "Jumping" a train, 31.

CHAPTER VII.

BACK IN WINNIPEG.

My quarters, 33. Railway inhumanity, 33. Odd jobs, 34. Hospital, 35. New quarters, 36. Summer sleeping, 36. Labor life, 37. Lumbering, 38. How to get office work, 39. Mechanics, 40. Church Emigration Society, 40. Mechanic's pantry, 42. Soil and water, 42. Street formation, 43. Getting about, 43. Buildings, 44. Hudson Bay Co.'s Stores, 44. Custom House, 45. House moving, 47. Sanitation, 48. Floods, 49. Food, 49. Farming, 51. A farm hand's inconveniences, 53. Wage troubles, 54. Labourers in town, 54. Licensing laws, 55. Electoral corruption, 57. Bad language,

58. Sports, 58. Boating, 59. Winter distress, 61. Winter and summer climate, 62. Fuel, 62. Chinese laundries, 63. Frost bites, 63. City meals, 65. Cooking stoves, 66. Dining car, 67. Meat and game preservation, 68. Clothes, 69. Third quarters, 72. Dog breaking, 72. Weeds and insects, 73. Railway bed, 74. Railway fires, 75. St. Boniface, 75. The school question, 76. House heating, 76. Town fires, 77. Labour hours, 78. Telephones, 78. Street vistas, 79. Winter indoors, 79. The Belt Electric Line, 80. Greetings, 80. Private trollies, 81. Decimal coinage, 81. Post Office, 82. Churches, 83. Sir J. A. Macdonald, 84. Police and Dragoons, 84.

CHAPTER VIII.

HOMEWARD.

Ways and means, 87. Tribute to Canadian Pacific Railway, 87. Sunday train service, 88. Independence Day, 89. Chicago, 89. Free lunches at midnight, 89. The "Scalper" and drover, 90.

CHAPTER IX.

CONCLUSIONS.

Manitoba boom, 93. Inaccessible farming, 94. Ingenuity *versus* climate, 95. Science and food, 95.

APPENDICES.

A.—Temperature statistics for two years, 99, 100.

B.—Days on which snow fell, 101.

C.—Bibliography, 102.



CHAPTER I.

THE VOYAGE OUT.

IT is not with unalloyed joy that a man who is forty-four years of age leaves the country of his birth for a new one, of which he knows nothing, except what he has read in books of travel or advertisement. Indeed, for such intending travellers as plume themselves over-much on knowledge thus acquired beforehand from secondhand sources, there may be some useful truth in the old adage, "Believe nothing of what you hear, and only half what you see."

I left Liverpool in the month of July on one of the Dominion Line steamers for the much-talked-of Manitoba or the great golden corn country of North-West Canada, with the idea of being able to do something that would bring me in at least a comfortable income, and enough to get my family over during the following year. I was agreeably surprised with the steerage accommodation for bachelors, grass widowers, and the like, as the quarters allotted to us would have comfortably held double our number.

I am obliged to use the expression "steerage," for the word was prominent on my ticket, and current among the crew. But the fore part of the vessel to which my ticket took me was almost as far from the rudder and most of the steering apparatus as it could be, and the word is an instance of the curious way in which terms lag behind facts. Another instance is to be seen in shipping lists, where a vessel that is certain to steam the whole way is announced as about to "sail."

One incident of our first meal—a dinner eaten shortly after we had left the docks—greatly amused me. It was, of course, not served in the style familiar to the frequenters of the "Ship and Turtle" or Messrs. Ring and Brymer, for the soup was ladled out of a large boiling cauldron, the unpeeled potatoes were heaped up in a large tin, and the cooking of the meat was of a nondescript kind—whether boiled or baked I could not tell. It was, however, very good, and thanks to a healthy appetite, and to my having roughed it before on a voyage from the Cape of Good Hope, I enjoyed my dinner. But among the passengers were three young men dressed in the latest city style; they were sitting on the edge of their bunks when the food arrived; as soon as they saw it they held a consultation, all looking very sad, and left our quarters. Later on I heard from our steward that they had paid the extra fare to go "intermediate" or second class, where they would meet with almost the same food, similarly cooked, and only somewhat better served. We were pleased

with their departure, and a young Englishman, who had been fourth officer on a White Star Line steamer, together with a young friend of his and myself, took possession of the vacated bunks. The city gentlemen had previously tipped the steward and got him to reserve for them the best bunks in the place. Shortly after dinner we found ourselves in more open water, and began to feel wave motion. Whether it was that or the dinner which disagreed with some of the passengers I cannot say, but only six of twenty-four solitary males sat down to tea, the remainder stayed in their bunks, and the reader may euphemistically think of them as singing "The Swallow's Return," in the intervals which their groaning afforded; but we did not let this interfere with our meal.

The few English emigrants on board had for company over three hundred Germans, Norwegians, or Icelanders. I was struck one morning with an expectant look on all their faces as two barrels were being moved on deck, but I soon discovered the reason when the heads of the barrels were knocked in and raw salt herrings were displayed. For these the Scandinavians and Germans went with a will, and taking them to the water tap, washed them, took out the backbone, and ate skin, offal, and all with apparent relish. Possibly they were good, but none of the English on board seemed inclined to try them—it was certainly to the uninitiated rather an objectionable spectacle. I think, on reflection, that a modern Gideon, choosing a body of men that should

be endowed with economy, endurance, and the unfastidiousness suitable for encountering the icy waste of Manitoba in winter, might do well to put the competing emigrants through an ordeal of a tub of raw salt herrings.

"Häring-salat," however, a mixture of salt herring, boiled potato, oil, vinegar, and herbs, is a dainty enough dish, which English housewives might well learn to make, although a plainer form of the dish is already well known in Kent by the name of hop-picker's tea, usually prepared by the husband on his return from his daily work, for the wife and children who have been in the hop gardens adding to the family purse.

For a few hours our ship was anchored in the lough off Londonderry; only two new passengers were shipped. These Irishmen had been engaged in bringing horses from Canada to the English market. Having more money in their pockets than they knew how to spend wisely, they had to be assisted, a deplorable spectacle, from the tender on to the ship. For the whole voyage they were *non compos*.

On the fourth day out there came on a very cold wind, and as nearly all the passengers put on overcoats I followed suit. Shortly afterwards we sighted icebergs, and the temperature became much colder. They were a grand sight as the sun shone on them. The warm and moist breezes from the Gulf Stream, impinging on the ice floes as they are borne along by an arctic water current, invariably precipitate moisture, as yet invisible, into the droplets which make up fog. For two days the fog horn was constantly being blown, and we

were wrapped in a thick mist. But it was an enjoyable voyage, and not too long, for we landed at Quebec on the ninth day after leaving Liverpool.



CHAPTER II.

WESTWARD ON THE C. P. R.

† SAW but little of Quebec, as we were all busy in changing
† from ship to the Canadian Pacific Railway; the baggage was an easy matter for me as I had only one large and old seaman's-chest. Being asked by a man with an official band round his hat what baggage I had, I told him, and shortly afterwards he brought me a metal check and told me to give it up at Winnipeg, and that I should thus get my chest. Why it was not opened for the Customs officer, or why it was not fumigated like the rest of the emigrants' things I don't know. At last my passenger ticket was given me, a piece of card about 16 inches long, and folded so that it could be put into an ordinary envelope; pieces of this ticket were torn off at intervals, until a few stations before Winnipeg, when I had none left. The Quebec dépôt—which is Canadian for railway station—is a very large one, and at a long counter, which runs the whole length of the booking hall, supplies are sold for the journey, such as canned beef, salmon, German sausages in variety, sardines, bread, cheese, and butter. I took in a stock that lasted me the whole way, except the bread, of which I had to get more at a like dépôt

down the line. In the car in which I was were a lady and gentleman on their way to Vancouver; they had a small spirit stove, over which water could be boiled for making tea or coffee, and they kindly gave me some on two occasions. It was refreshing, for during the summer the heat and dust on the "Colonist Cars" are dreadful. This term includes the cars intended for long distances, in which the sleeping and sitting accommodation is all in one, as I shall presently describe. Although these cars are well constructed and convenient for their purpose, pieces of cinder and coaldust find their way into these as into English railway carriages, though the double window used in winter as a protection against cold would effectually puzzle these mineral intruders. There are at one end of each car a washing basin and tank of water, also a drinking cup. The sleeping and sitting accommodation is unique in its way; two benches, with sitting-room for two people on each, are face to face, and above their heads on the side of the car you may notice a brass handle, which, when pulled down, brings with it what seems to be part of the roof; it is just a shelf which forms a bunk for two of the four *vis-d-vis* to sleep on. The other two passengers content themselves with the seats, which are improved for sleeping on thus. In place of a cushion a grating of wood may be pulled out from the partition over one seat and halfway across the space for the feet of the sitters, till it meets a similar grating from the opposite partition, so the two gratings make up a couch for two. In

our car we had some boy emigrants sent from a refuge. One of these when he had drawn out his grating and lain down, said, "Bill, ain't it like sleeping on a "adjectival "gridiron?"

No intoxicating liquor is sold at the railway depôts, but in some of the larger towns at a saloon close to the depôt it can be had, as well as a hot meal; but the passengers who took from the depôt their own cold food were wiser, as the quality of the saloon meal was poor, and the prices exorbitant.

On leaving Quebec I thought the people unusually religious, for a bell like that of a chapel was ringing at three o'clock in the afternoon, and at each place where we stopped a bell was ringing. The next day, when the same thing occurred, I spoke to a fellow passenger, and learnt it was the bell on the engine warning people to get out of the way. At the next stoppage I went forward and studied the engine, which would seem a leviathan by the side of our English engines. Coming back through the cars I looked out for the spinster companions of my voyage, some dozens in number. I saw none. The Marquis of Lorne implies that female emigrants who form resolutions to get as far as Winnipeg have a way of taking up situations along the road, and seldom reach their destination. Married couples seemed to me less fickle.

The scenery gets very monotonous a few hours away from Quebec; it is all bleached rocks and pine trees, many of which have been burnt, while others have been blown down for the want of sufficient soil. Near to Lake Superior one

finds many grand pieces of scenery, but the water of the streams and the lake itself is of a repulsive red-brown color, which may be due to the vast number of trees that have fallen in, or to the area of uncultivated soil which forms the watershed. I was surprised at the great number of stoppages that we made at very small stations in districts apparently uninhabited, and it was difficult to tell if anyone left the train, as nearly all got off on to the line to stretch their legs or pick a flower or piece of shrub, but I was informed by one of the conductors that these stations were section houses at which there was a tank to supply water to the engine. These tanks are in the form of a gigantic tub or vat made of hooped staves. A windmill works a pump which supplies the tanks with water. The pump is fixed in the enclosed space underneath the tank, and the water is kept from freezing, the whole winter, by a fire. At Fort William, at the north-west corner of the lake, we had four hours and a-half to wait for the boat to bring us the lake passengers from the United States. This place may become a large business centre. There are already grain elevators and some good so-called stores, or shops. Port Arthur, five miles east, which must by no means be confused with the Port Arthur brought into prominence by the Chino-Japanese War, has now just been connected with it by electric cars.

The next stoppage of interest was at Rat Portage, about three hundred miles further west, close by the Lake of the Woods. The name, Rat Portage, etymologically speaking,

may be an Indian and French hybrid, indicating that goods had to be carried from one waterway to another. This place might be called the freshwater Brighton, or summer resort of the well-to-do Winnipeggers. They come there with tents, cooking utensils, and canoes, and squat on one of the islands or on the bank of some tributary of the lake. A special train runs on Saturday afternoon and returns on Monday, in the morning, so that a business man can spend his Sunday with his wife and family, and yet not quite neglect his work during the week. The distance is 130 miles or more from Winnipeg.

A little south of Rat Portage is the Rainy River district, which has lately been opened up by gold miners, and the opinion is that in a few years it will be a great centre for their industry; already a number of prospectors have been working, and many have been successful.

Now that we are nearing the province which forms our subject, the reader may wish to refer to a map containing more details than are possible on any map giving the whole of the railway. The best map of Manitoba, costing 1s. 6d., easily procurable by the reader from any London map seller, is that published by Rand, McNally and Co., of Chicago, in 1893. The scale of this is nearly five times larger than the gratuitously supplied maps of the Canadian Pacific Railroad Company, such as the map issued with the time table in May, 1895, and designated "Folder E."

CHAPTER III.

THE CAPITAL OF MANITOBA.

WHEN I first saw the outskirts of Winnipeg, they did not give me the impression of belonging to any fine city. The last forty miles of the journey led through wheat fields alternating with water, and the small scattered wooden shanties must, I thought, be damp.

Nearer to the town one sees great stacks of cord-wood and lumber (this being the term for all wood that is not prepared for fuel) and the eye is caught by a huge building which subsequently proves to be Ogilvie's grain elevator. This is probably the largest establishment in Winnipeg, excepting the Hudson Bay Co.'s Stores. I looked for the steamers as we went over the Red River Bridge, for they figure conspicuously on all pictures of Winnipeg, but could see none: they had been done away with for some years. They must once have given a far more lively appearance to the river than it now has, tho' in the summer time, here and there, a small boat may be seen on its very broad surface. The current during the summer is not too rapid for navigation, but the banks are flat and muddy, and the steamboats can scarcely be restored till a greater depth of channel is created,

as by embanking the sides. The steadily increasing breadth is probably caused by the ice on its way down towards the north, when the break-up of the winter ice carries away, as it bumps along, a good deal of the soil*; later in the year the floating lumber increases the mischief. When the river will be made navigable I cannot say, as it would cost much money, of which article there is a marvellous scarcity in Winnipeg; furthermore, the Canadian Pacific Railway Company would probably object to any enterprise that would be at all likely to reduce their freight, just as they may be supposed to have an objection to the opening up of the proposed railway from Winnipeg to Hudson Bay. This railway would connect with the sea route to England, *via* Hudson Bay and Hudson Straits, and would thus be a great boon to Manitoba farmers in exporting their grain. Until there is competition for the freightage of their produce, it will be difficult for a small farmer to make more than a bare living. The St. Mary's Canal which, on the 9th September, 1895, was opened for traffic between Lakes Superior and Huron, and cost £750,000, is a step, though a distant one, towards the farmer's relief. The Canadian Pacific Railway was certainly the pioneer railway, and the company is the largest employer of labour in the province; its utility in case of war is obvious, as the railway runs parallel to the entire frontier, and troops (whether Dominion, or coming from Eng-

*The proceedings of the Geologist's Association, Vol. XIV., page 4, (Stanford, price 1s. 6d.), contain a careful study of the damage by ice to the banks of St. Mary's River, Nova Scotia.

land, India, or Australia) could be massed with ease at any point required, but the question may yet be asked, whether the whole of Manitoba is private property to be 'run' by railway directors? For the present, however, the C. P. R. Depôt must be considered the pivot of the town, and some attention may be bestowed on it.

An enterprise mooted in February, 1896, by Mr. Greenway, the Premier of Manitoba, is to construct a railway and canal between Gladstone and Lake Dauphin: this would open up a new tract of country to the north-west of Winnipeg, and west of Lake Manitoba. If, as I have heard, Mr. Greenway is a rancher, no doubt he looks upon this tract of land as fitter for raising horses and cattle than for growing wheat.

On arriving at Winnipeg, we notice that the platform is not raised above the metals, and that the latter are level with the roadway which runs parallel, reminding one of the primitive or Continental plan rather than the English. The booking office or hall is large enough to accommodate several hundred people, and service is held in it on Sunday afternoon. What most strikes the eye is the enormous size of the spittoons, and the C. P. R. Company's land office exhibiting samples of grain.

Outside the Depôt is the Emigration House provided by the province of Manitoba, where the emigrant with his family may live for a week, rent free. The single men have a large room on the upper floor, with a long wooden sloping platform all down the side. This platform, with the aid of their

own blankets, they can make into a comfortable bed. The single women occupy another room, and there are a number of smaller ones for families, but nowhere is there any furniture. On the ground floor is a large dining hall and a large kitchen with utensils for cooking. Here you may sometimes notice how the foreigner outshines the Englishman in food economy. I saw an English family sitting down to a plain dinner of meat and baked potatoes with a pudding, possibly suet, while a family of foreigners of the same number were eating a stew made of onions, potatoes, and three heads of whitefish, which might have been picked up in the street.

At the back of the house, and connected with it, is the Employment Office. Very few hands are wanted for anything else than farms, and as a rule only youths are wanted. There is another employment agency, favoured by the Railway Company, and called after their name. Here the Swedes, Norwegians and Danes generally find work as "section men"; it is comparatively seldom that Englishmen are in search of that class of work, unless as a last resource.

The term "section men" obtains generally in Canada as the equivalent of the "navvies" of our English railways, and is due to the railroad being divided into lengths, or sections, to each of which a body of men is assigned. It will be curious if the familiar abbreviation of "navigators" (which recalls the days when canals were being pushed by Brindley, and railways were not yet known) should ever establish itself in Canada. A man who *works a ship* (Latin,

navis, a ship, *ago*, I drive) would, etymologically speaking be out of place in the Rocky Mountains. Each of the section applicants pays 2 dollars, or 8s. 4d., to the agent, who shows him a list of places on the railroad at which men are required ; in some places perhaps only one man, but at others four or five will be wanted, so that friends need not separate. The agent then gives each one a pass to the place arranged, and despatches him, perhaps that day or the next, according to the time of the train.



CHAPTER IV.

THE SECTION HAND.

WHEN the new section hand arrives at his destination, he is set to work the following morning at seven o'clock, and continues till six p.m., having an hour for dinner, which meal he has taken with him on the hand-car or "trolley," if he is working at a distance from the section house; if near, he can get a hot dinner there. The pay was, till recently, 1 dol. 50 cents, or 6s. 3d., per day, amounting in the week of six days to £1 17s. 6d., and out of this he has to pay 4 dols. 50 cents, or 18s. 9d., for his board and lodging. Wages do not run during holidays, illness, and wet weather.

The food in the summer time generally consists of tinned beef or salt pork with potatoes, bread, and "pie." In the winter the cold weather permits a greater variety of meat. No dinner in Manitoba is complete without "pie." It is usually of tinned or wild fruit, such as strawberries, raspberries, or blueberries, to be tasted at their native best, and not in the deplorable condition in which they reach Boston, if Thoreau is to be believed when he wrote "as long as eternal justice reigns not one innocent huckleberry can be transported thither from the country's hills."

This bill of fare is, of course, much varied when the section is near a town, but as the sections are about ten miles long and the towns perhaps one hundred miles apart, there are a good many section houses that cannot procure fresh meat. If the foreman of the section is, as often happens, a married man, his wife manages the boarding department; otherwise it is run by the wife of one of the men, in either case by arrangement with the Railway Company.

It is a very quiet life for any woman; she is alone all day and has no chance of exchanging a visit with a neighbour. Perhaps one of the most important duties of women in the colony, on or off the "road," is the making of bread. Bread, as might be expected in a wheat-growing country, enters largely into the dietary. It must be new each day, and is generally of the fancy or Vienna bread type, beautifully white, but with all the goodness out, as the "whole-meal" party would say. A dry cake of yeast is used, and the dough is baked in a pan or tin. The loaf is generally accompanied to table by "soda crackers." The railway running east from Winnipeg rarely shows you the squatter's patch, and as for farms, there are next to none; only an occasional lumber or cordwood camp catches the eye, and these of course are not in operation during the summer. The nearest neighbours, therefore, as a rule, are the section hands at the right and left of the housewife.

And here let me interpose an explanation of two Canadian terms: *Road*, which in future will always be written "road,"

to the ear of the section man means railroad. The title of my railway was the Canadian Pacific Railroad, and of this last word the printed abbreviation was R. R., standing for rail road. It must be allowed, however, that the word "track" is more generally used by the inhabitants than "road."

Roads in our English sense Manitoba has none; the streets of the towns end abruptly in a *Trail*, which in dry weather answers to Euclid's definition of a straight line, "length without breadth," and in wet weather diverges like the spokes of an open fan. There are no metalled roads on the prairie, and each traveller selects for his wheels the soundest path he can find.

Often on a Sunday after dinner, some of the men will take the hand-car with the wife, and perhaps a child or two, and pay a visit to the next section, where the men will amuse themselves by playing cards, while the ladies converse upon the same topics as the rest of their sex in all parts of the civilised world, viz., dress and babies. On the return journey the hand-car conveys any letters or small parcels that can be forwarded, and these are left at the section house to be called for.

The life of the men is, of course, equally monotonous, requiring not only muscle, but a good constitution. One thing to be said in favour of the work is that the men cannot spend their spare money, except indeed at cards or on tobacco, which last is sold to them at a regular shop price by

the foreman. Occasionally, however, the opportunity occurs. Manitoba, like the rest of Canada, is the happy hunting ground of the Jew pedlar, who starts from some large town with one or more boxes containing clothes and other necessities of dress, both male and female, table covers, watches, and a few ornaments. He gets out at the first section house at which the train stops, which may be a place merely for the supply of water to the engine. He works what neighbourhood there may be, and uses the section house in the way in which the English commercial traveller uses his hotel, and its sample room. To work the neighbouring sections, he gets some of the men after their day's work is done to take him on the hand-car to the nearest house accompanied by some of his most saleable merchandise, and then back again to his headquarters, and so on backwards and forwards until he has exhausted the sections, and the whole of his stock. Hailing as I did from England, it did not seem to me that the men got at all full value for their money. They are extraordinarily at the pedlar's mercy, being unable to leave their work to visit the "stores" or shops, which may be one hundred miles away. But if the pedlar makes good bargains for himself, it is difficult to say how the men could do without him, and his primitive and curious form of energy deserves its reward. It is supposed that for three months at a time he does not change or wash his underclothing; and for this and other reasons I never saw my way to "start pedlar," and deal on more liberal terms.

As a make weight, the men hear interesting news relating to the different places on their line of road, and as the Jew can generally speak several languages, his visit breaks the life-monotony.



CHAPTER V.**MORE PERSONAL.**

CONTINUING the walk along Main Street one finds besides the two chief offices mentioned before, other Employment Agents who are willing to place the newly-come emigrant. Such Agencies are for farm hands, wood choppers, general labourers, and domestic servants. As I supposed myself to have a valuable letter of introduction, I took very little note of agents' services at that time, but was obliged to very shortly afterwards. I reached the office of the man who had written for me to come out, and who had promised me work; after about two hours conversation, he advised me to get a room at a boarding house, and if I called the following day, he would go into matters of business. Picturing to myself a pleasant career, I found a quiet lodging, engaged a bed, and paid in advance for a week's board and bed five dollars, or £1 0s. 10d. This appeared to be the regular price, as I asked at several houses before deciding. I then hired an "Express" cart to take my chest from the dépôt, for which job I was charged 25 cents,* or 1s. 9d., this being the tariff for any part of the City proper. The "Express" is used exclusively for goods, and is not

particularly rapid ; the drivers are licensed, and ply for hire on stands as our cabmen do ; a pair of horses is sometimes used : the cart is always uncovered, and it may have two or four wheels.

When I called on my friend the following day, I was told he had left by the early train that morning for some farm about 100 miles off. It was not known when he would be back. I showed his brother the letter I had received in England ; he said if he had known of the letter being sent, he would have written by the same mail and told me not to come, and would even have cabled me, as his brother was earning nothing and had very little money, although he formerly had plenty. As for giving or finding me work, it was out of the question ; he had gone to the farm as a labourer before he should spend absolutely all his money, and because he could get no remunerative work in the town. His brother kindly introduced me to a solicitor, and after I had explained my business, and he had read the letter in which I was promised employment and a furnished house rent free for a year, for myself and family, he said he knew the character of the writer ; it was no good taking any legal steps as the man was not answerable for his actions and did not remember what he had said or done from one day to the next, having had sunstroke in India.

Thus was I cast upon my own resources without a friend, and hardly any cash. I am sorry to say I was not the only passenger by our boat who was disappointed. A man with

his wife had sold up their home and come out on appointment as manager to a dairy farm, both being thoroughly acquainted with the business. They were told on their arrival by the man who had sent for them, that he had in the meantime employed someone else, with whom he was well satisfied. Another, who had brought with him his son about 15 years of age, was engaged to come out to an upholsterer, and on his arrival was told that the trade was not very busy just then, but no doubt he would soon have some jobs !

It is obvious that a workman should not take so serious a step as leaving England for Manitoba without introductions to relatives, to trustworthy friends, or, in the case of negotiations between strangers, an agreement with some person in Canada who by enquiry in England, can be ascertained to be worth "powder and shot" if the agreement should not be carried out. Our English Law List contains the names of London solicitors having special business relations with Manitoba, who would considerably lessen the chance of a fraudulent invitation, and do much to ensure the punishment of any such offender. The return post to Winnipeg should occupy about nineteen or twenty-one days, a period which might be surely spared to avoid ultimate distress.

I started calling upon the principal merchants and store-keepers, telling them to what work I had been accustomed, such as that of a banker's clerk, and clerk and traveller

for manufacturers in connection with paper, while at the same time I expressed my willingness to work at anything. All my applications were of no avail; many gave me promises to remember and forward my application, but promises, though proverbially associated with pie-crust, are not good for food, so at the end of my week's board I was taken on as a section hand by the agent of the C. P. R. Co., I was sent off the same night some 100 miles east, arriving about midnight at a small station where no habitation of any kind except the section house was to be seen. This was all in darkness. I did not attempt to wake anyone, but as the night seemed fair untied my pack (which consisted of two blankets and a change of clothing) and rolled myself up on the little outside platform, which Dutch settlers call a *stoep* or *stoop*, with the sky above me, to have a sleep until daybreak. But sleep was out of the question, the mosquitoes were too busy, having got a fresh job: what size they were I could not see, but considering the havoc they made, I should say about the size of wrens. I was wondering what to do, when there came on a heavy shower and they all went off. The front door of the section-house was then opened by a man with a lamp, who asked me my business. He said I could not go on that night in the dark as it was a walk of six miles and there were some trestle bridges to go over which would be dangerous, but I could go on first thing in the morning to the section-house for which I was engaged. I went inside by his invitation and curled up on the floor.

but my enemies were in before me and had renewed their strength like the eagle (or wren) for the banquet which had been disturbed outside. I thought by putting my handkerchief over my face I should evade them, and for a short time I did. Then it seemed to me in a dreamlike vagary of thought that they had pulled the handkerchief away, and the blanket from off my hands which I had been careful to cover, and I decided to sit up and smoke a pipe, with my back to the wall, as a man when beset with ruffians. When the lagging dawn signalled its approach down the line, I opened the door and commenced my walk. The first part I enjoyed, but as soon as I came to a damp part where a stream flowed at intervals under the track, a new insect started in with his work—this was a small black fly which perhaps raised bigger bumps than my night visitors.

Just at six o'clock I arrived at my destination, the door of the section-house being opened by the foreman, who directed me to go upstairs, change my things, and hurry up the other men; I found them in a good sized room lying on mattresses on the floor; the washing place was outside, it consisted of a bench with three tin bowls on it and a bucket for getting water from a stream on the other side of the "road." We then sat down to breakfast served by the foreman's wife; I was too tired to feel hungry, but managed one slice of hot fried pork and a few boiled potatoes which had been grown on the spot, there was plenty of good bread and butter and milk on the table, also some fluid in a tin pot which they

called tea ; I think that, like the potatoes, the tea-leaves must have been home grown, for I am willing to take an oath in any Court of Justice, High or Low, that they did not come from India, China, or Japan. After we had finished the repast, we started off to a shed close by and got the hand car on to the "road," loading it with our tools, the foreman bringing with him a large basket of food covered with a cloth, and two stone gallon jars, one of which was full of the dubious fluid, and the other was to be filled with water at a spring further along our road. Pumping these hand-cars along the rails is not easy work to a beginner. In England trollies are usually worked by a lever hitched to each wheel, with oneman to a wheel, but the hand-car has two horizontal rails which are worked up and down by as many as eight men face to face. This similarity of the system to that of the old fire engine manual has conferred on the progression the familiar name of pumping. I was very pleased when, after three miles we stopped to fill our water jar and when, after another two miles, we got the hand-car off the rails.

Although I had used pickaxe and shovel before, the work here was new to me. It consisted, then and afterwards, of what is called in England platelaying, *i. e.*, replacing worn "ties" or sleepers, and rails, supplying or driving in the iron pins that fix the rails to the ties, and correcting the levels of the line where it had sunk. No new railroad making fell to my lot. I got on all right, and was even told by the foreman

not to over exert myself as I should be too tired to work on the morrow. I willingly took his advice. At noon we sat down by the side of the line to a dinner of pork (now cold), bread and butter, the oriental question in solution, still unsolved, and the epidemical "pie"; this time I made a good meal and thoroughly enjoyed the smoke and snooze that filled up our hour. We got home at six o'clock to a supper of canned beef served cold, hot teacakes, bread and butter, stewed fruit, and the before-mentioned fluid made hot. Our supper, a smoke, and a talk, finished up a day's programme, which was repeated week after week.

On my first night I took stock of the people I had to live with. First take the foreman. A jolly little Norwegian, as strong as a lion, but frightened to go into any town because he always got "blind drunk," but on the section one of the best of men, and a good husband and father. He could speak English well, having lived in England off and on for a year. His last trip thither had been about five years previously. He had gone to Norway to be married and had spent his honeymoon in London. His wife was a large handsome fair-haired woman of about 25, who thought a great deal of her husband, and had contrived each time he had gone on "road" business to town, to go with him. As they were only away one clear day it did not matter much; the men would be willing to cater for themselves and the event would not occur twice in a year. There were two children, a boy and a girl, but we only saw them on Sunday;

they were not up when we left in the morning and had gone to bed before our return; we ought to have been thankful for this as they screamed the whole of Sunday without stopping, I think they saved up their feelings all the week and burst out on Sundays.

The wife's brother was of the party, and two Swedes and a Dane; the latter was, or had been, a member of the Salvation Army, and possessed a fine collection of old "War Cries"; from these he was fond of singing hymns, but he understood no English, and his solos were not inviting.

To the persons of our drama may perhaps be added the cow which gave us sufficient milk and some butter, the housewife being thoroughly up to dairy work. The animal wandered about all day and got very fat, though, to all appearances, there was hardly any grass except in the bends of the stream where rocks were absent. At the side of the house was a flat space in just such a bend. Here the foreman had dug and planted potatoes, from which he had good yields, but might have had more still had he thought earlier of his cow, which trod many of them down before he sent to Winnipeg for wire fencing.

I worked on here for a few weeks, eating well, and feeling strong, nor was sleep wanting. We went off to bed generally before nine o'clock, and I slept soundly until called at 6 a.m. All employment comes to an end, and this would have changed character when Manitoba became a snow waste, but it came to an end sooner for me. One day I overstrained

myself lifting and carrying a tie. The foreman told me to lie on my back for the rest of the day, and I was thus taken home on the hand-car in the evening; the foreman then wrote to the road-master of his division asking for a pass to take me to Winnipeg. I myself wrote the following day, and both the letters were given to freight-train engineers (who are the equivalents of our English goods-drivers) by sticking the missives in a slit stick and handing them up as the train passed slowly. We expected an answer by the next day. None came; on the fourth day a freight train stopped with tobacco for the section men, the engineer told us that he had himself given the letter to his superior the road-master; we sent on another letter by him with similar want of result, so at the end of ten days I expressed my intention of walking back, though my companions deplored the risk.



CHAPTER VI.

GETTING BACK TO WINNIPEG.

TO raise some funds for the journey, I sold to the "boys" (my fellow workmen) a razor, a knife, a pair of trousers, a flannel shirt, and two silk handkerchiefs, which together realised 5 dols. 50 cents., or 28s. In the evening they started me with the hand-car about three miles on my journey, and I then walked on to the next section-house, where I slept and had breakfast. For this the good people refused to accept any money, and the men took me on the hand-car as far as they were going, about four miles, and I got to the next section house, where there was an "operator," the equivalent to our station-master, who was glad to have someone to talk to. As I was getting weak, I stopped some hours and passed the time pleasantly, having dinner with him. He told me the pay was good, but he was very desolate, having to stop indoors the whole day till he was relieved by the night operator. The dining room was next to the office and he was able to hear what was going on at the telegraph while we were having our meal.

I proposed going on to Winnipeg by a freight train, if it could be managed, so I waited and had supper with him. In

the meantime a "water-bridge gang" had arrived on their hand-car, and were putting up for the night. These gangs go from bridge to bridge during the dry season filling sundry tubs, which are kept handy in case of fire. The bridges are of wood, and forest and prairie conflagrations are unpleasantly frequent. At the same time two "freights" came in; as soon as I learnt which would be the first to leave, I concluded that a car which contained ties would be comfortable enough for me, so getting my pack I carefully walked away from the contemplated car until I got to the end of the two trains; then I turned round, and walking back on the other side of them to the far end, struck in between the trains till I reached the car in question, and throwing my pack through the window, followed it with my person. I may here tell you that the "box-cars" which, together with the cattle cars and mineral cars make up a C. P. R. freight-train, have a window at each end and a door on each side. We shortly made a start, and I soon fell asleep not to wake till I found we had arrived at Winnipeg.

I waited until I heard the conductor cross along the top of the car to disconnect the cord that communicated with the engine, then I got out as quickly as possible and walked back, but I had not gone the length of six cars before I was hailed by the conductor on his way back to his "caboose" or guard's van, asking me whence I had come; I had to tell him Brandon, which is over 100 miles *west*. I had come this distance from *eastward*, but I did not feel that I could

then add to the misfortunes that I had to bear. He remarked it was a fine night, which I did not care to deny, and I was glad enough to get off the "road" on to one of the side streets, and so reach Main Street. It was nearly 3 o'clock a.m., and I felt hungry. Asking a policeman, the beneficent man-of-all-work in Canada as in London, dressed much as we know him, except for a grey helmet and red piping to his trousers, if I was too late to get anything to eat, he pointed out where to go. After a good meal, the proprietor mentioned two houses that kept night porters. I went to the nearest and got a bed for 50 cents., or 2s. 1d., and slept till eleven o'clock, it being the first bedstead I had used for some time.



CHAPTER VII.

BACK IN WINNIPEG.

I NOW looked up my chest which had remained behind at Winnipeg at my first quarters, and lodged the scant remainder of the pack that I had started with. I stopped on in my quarters for a week; at the end of that period I was unable to discharge my week's score, and had it not been for the kindness of a saloon-keeper with whom I had a slight acquaintance, I should then have fared badly. My new host's house was cheaper than the last, being only 4 dols. 50 cents. per week, or 2s. 8d. a day, including food. This was a boarding house and also a saloon. A saloon is the equivalent of a small English hotel; the bar is prominent and there is a separate entrance for the boarders. By Canadian legislation a saloon-keeper cannot get a liquor license unless he has sleeping accommodation for sixteen people besides what is required for his staff.

Though my condition had been such as to alarm the foreman of the section, I continued to get along as I had previously done, not having the means to employ a doctor. And here I may say in excuse for the seeming inhumanity of the railway company in not giving a workman injured in

their service a free pass homeward from the section, that when engaging him they require the employé to sign an agreement that he will not hold the Company responsible either for damage through accident, for medical expenses, or for a return journey. They further protect themselves by keeping in hand a month's pay. An emigrant must remember that if he has accepted railway work at any great distance from an industrial centre, he has virtually placed himself in a trap, out of which he cannot get unless he has saved a large sum for his return journey, as far perhaps as from London to Edinburgh. His chances of saving may be studied at the beginning of Chapter IV.

From the time of my return to Winnipeg I daily scanned its one morning newspaper and enquired at the agency offices for work within my powers. My new landlord, a "down-homer," that is, from Ontario, and an agreeable man, said my best course would be to get up early and after breakfast wait in the reading room; people often called at the bar to ask if anyone staying in the house wanted a job. On the second day the porter asked me if I would help a man at moving furniture. I began this work at eight o'clock and worked until seven p.m., when I was paid 1 dol. 75 cents., or 7s. 3½d. for the day's work, which I thought good pay. Shortly after I was employed hauling water for an engine which was being used to sink a well: this was easy work but monotonous. I had to fill two tubs in a waggon with water from a pump half a mile away, drive

to the engine, and empty them into two more near the engine. For this work I only got 1 dol. or 4s. 2d. a day, which did not leave a large balance after paying my board bill of 2s. 8d.; wet days and frequent occasions when the engine broke down having also to be taken into account. This one employment, varied by odd jobbing for my host, continued until the frost set in about the end of October. Then the wheels of the waggon were taken off and the body put on runners, converting it into a useful sleigh, in which we hauled cord-wood wherever it was wanted. I was employed in this way until the month of March, when I met with a second accident. We were hauling a load of cord-wood on the sleigh, my companion being seated in front driving the two horses, while I was perched behind. One sleigh-runner broke through the crust of snow that overlay and concealed a ditch. Some of the cord-wood upset and I with it; my coat caught in the runner and the frightened horses bolted along the hard and slippery road, dragging me after them at a rate which those unaccustomed to sleighs will scarcely realise. Now I was forced to seek professional aid; I underwent two operations and was not out of the doctor's hands for five months, the first three of which I was in the General Hospital.

This is in my opinion the finest institution in the Town, maintained by a Government grant by the Corporation of Winnipeg, and last but not least, by voluntary contributions. It has a thoroughly efficient staff both of doctors and nurses.

many of the latter being from Great Britain, but all equally kind. The ward I was in had twenty-six beds and they were full the whole time. The view from the principal window of this ward was not very inviting as it looked south over the prairie to the Assiniboine River, and only one or two wooden houses were to be seen.

Some money having reached me from home a few days before I was discharged, I bought myself some new clothes as I found the people of the house where I had been staying had left for the United States and had taken everything with them, my chest and my debt to them included, and the house was closed. I looked for another cheap place but could find none that I liked; I was too weak to stand any noise, and each house seemed unnecessarily noisy. I may have been mistaken, for I had become accustomed to the quiet of the Hospital. I therefore slept sometimes at one place and sometimes at another, having to pay 25 cents. or 1s. 0½d. every night, that being then the lowest price. Now the Salvation Army have a good and clean rest, where you can get a bed for 10 cents., or 5d., and a meal for 5, 10, or 15 cents., 2½d., 5d., or 7½d., which is a great reduction of the standard price of 25 cents., or 1s. 0½d. per meal at all the smaller saloons and restaurants.

The cheapest way of sleeping in the summer time was to get into a box-car on the siding of the Northern Pacific Railway, which is the second and only other railroad depôt in Winnipeg; this line connects the Town with the United States at their

nearest point, besides running in that country a parallel course to the Canadian Railroad from East to West till the ocean is reached some two hundred miles below Vancouver. Another way of getting a cheap bed in summer is to sleep in a 'bus belonging to one of the numerous hotels, and generally standing in the back lane of the hotel premises. Of course you must not get caught too often or you will be had up as a vagrant; my practice was always to go by myself and not to smoke. I managed in this way for a month without once being caught, and contrived to make enough during the day, by carrying messages, to get enough to eat. If I had been strong enough to carry a bucket of water I could have made a good deal more, as scarcely any of the dwelling-houses, except those in the principal streets, have water laid on. It has to be fetched from the nearest public pump, there being one to about every three blocks. There were always plenty of these small jobs to be done, for they are looked down upon by the average mechanic or labourer, who would rather live on credit at a saloon until he gets regular work. Such men are consequently seldom able to save any money.

I have described with some particularity the life of a section hand. Let us now look into the life of a labourer who may be supposed to reach the province in the winter, or to make one of the large number who resort to the town at that season under stress of cold and hunger. In the spring he possibly gets on to a farm and does a bit of ploughing ; if

his employer thinks him a good man, he will be kept on for haying and the harvest, then he will probably come in to town, and pay off his debt to his old landlord, buy some winter clothing, and with the rest of his money (if there is any) he will go on the spree. This occupation, as in England, often winds up in the police court, after which he will perhaps go out to a cord-wood or lumber camp for the whole season while the frost lasts. These camps are generally situated where timber is most plentiful, that is, by the side of a river or a lake, and occasionally in a swamp. This is particularly the case where the cord-wood camp is engaged in getting in tamarack, a hard wood specially suited for burning in closed stoves. One may observe, in passing, that the water in these tamarack swamps is specially undrinkable.

As the pay for lumbering is, however, on the downward trend, a man has to be a very good axe-man who can save a balance after paying for his board in the camp a sum between four dollars fifty cents (18s. 9d.), and five dollars, (£1 0s. 10d.) per week. If a man is a good cook and considerate to his boarders he may have a snug berth in one of these camps, provided that the owner of it keeps him well supplied with necessaries, and with a good "cookie" or scullery man. In some of these camps neither music, cards, nor intoxicants are allowed; music annoys some, cards cause quarrelling and gambling, and intoxicants make an allround chaos, they are, therefore, all best left alone. There is, of course, much

difference of status between these axe-men, many of whom were well born and have been well educated, while others strike you as if they must always have been the scum of the earth. Yet all have to live together in the one log shantie. Other differences show themselves when the camp breaks up and the men come into the towns. Some will put aside what little money they can, while others invest their all in a few days' consumption of rye whisky, which they most likely have not tasted for four or six months. I noticed here as well as elsewhere that the educated man, who has fallen so far as to forget self-respect, is a much greater blackguard than any of the "toughs," a Canadian expression for the rougher and less-lettered specimens.

It is very difficult for a man here to get a situation in an office, unless he is colonial-born, or belongs to some such society as The Sons of England, the Caledonian or the Orange Society. A member of one of these gets to know where there is likely to be a vacancy, and can apply immediately it is certain; there is seldom an advertisement for a clerk or a shopman. The man with a trade qualification is always the best off. He is certain of getting taken on in urgent cases, if he does not get a permanent job, and of course the former may lead to the latter. Many an emigrant has been led astray from England into the wilderness by seeing the scale of wages paid in Manitoba for out-of-door labor, such as stone masonry and bricklaying. Of course, the pay while it lasts is much higher than in England, but even should he

be successful in getting work immediately he arrives, and should the weather remain favourable for six months, even then he would not have earned sufficient to keep himself for the other six, winter expenses being far the heaviest. He must have plenty of fuel (which rises in price as soon as the frost sets in), he requires winter clothing, and will soon find out that what is considered good for England, is good for very little when the thermometer averages below zero on the Fahrenheit scale. The Church Emigration Society in its quarterly journal "The Emigrant" for October, 1895, gives the following as the scale of wages paid in Manitoba :—

Farm hands including board } £3 10s. to £4 10s. per month.
with extra at harvest time. }

Domestic servants, including board—

Cooks	...	...	...	...	£3 to £5 per month.
General Servants	...	...	...	...	£1 10s. to £3 ,, ,

Artisans, without board—

Bootmakers	...	...	...	...	8s. to 9s. per day.
Bricklayers and Masons	...	...	...	...	12s. to 16s. ,,
Carpenters	...	...	...	...	8s. to 12s. ,,
General Labourers	...	...	...	...	5s. to 7s. ,,
Mill Hands	...	...	...	...	4s. to 8s. ,,
Smiths	...	...	...	...	10s. to 12s. ,,

They further say "The list of wages is compiled from information supplied by the courtesy of the agents-general and agents of the several colonies, as well as information obtained direct from the colonies; but intending emigrants

must bear in mind that high wages do not necessarily imply a demand for labor, and owing to the fluctuation in the supply and demand of labor, the society cannot guarantee that the specified rates will in all cases be obtained by emigrants." They also say that it is hot in summer and very cold in winter.

These figures are no doubt correct, but they do not give an intending emigrant an absolutely necessary caution. The average intending emigrant does not know that the winter is one of six months. If he refers to the statistics of the Meteorological Service of the Dominion which I have set out in the appendix, he will see that snow falls during eight months out of the twelve, that a mason or bricklayer would obviously be unable to work more than six months in the year, and that more than half of his average summer wage of 14s. per day must be put in reserve if he would avoid the penalty of starvation.

Manitobans ask the frozen-out mason why he cannot take to some different work, but the Englishman who has been trained in one steady industry all his life has not the adaptability of the Manitoban, who is a Jack-of-all-trades and master of none. One man I knew well, as he lived at the same place with me. When I first knew him he was a compositor on a newspaper; during the winter he was a tailor, and in the spring he was repairing the electric wires. The last I heard of him was that he had gone to the United States to perform in variety shows. The reader may guess

that in this case the weather was not responsible for the changes of employment. A skilled mechanic whose work keeps him indoors would seldom be out of work, as the labor market for his class is not overstocked. An exception to this rule is the tinsmith, who at the approach of winter is much overworked in fitting stove pipes, but for the rest of the year has few pots or pans to make, as these articles are easily imported.

The mechanic here, if working in the outskirts of the town, has not time to get to his boarding-house for dinner, and as there is nothing in the shape of a saloon, restaurant, or ham and beef shop to be found away from the centre of the town, he has to get his dinner put up for him at his quarters. To carry it he has a handy contrivance made of tin with a handle over the top, of much the same shape as a basket that would be used to carry lunch in England; in the bottom of this contrivance is the *pie*, then a tin partition is put midway so as to support the meat, bread, butter, &c; then comes the lid, on the top surface of which is a circle of tin, forming a vessel to contain any necessary fluid, and this vessel is capped with a tin cup fitting tightly. I think this compact and handy pantry might be advantageously introduced into this country in place of the gaudy pocket handkerchief and tin bottle.

While I was assisting at well-boring I noticed that we had to go through some four feet or more of rich vegetable mould, under which one found rocks very much like those on the

way up in the province of Ontario. Many of the wells have an objectionably strong alkaline taste, to which, however, one soon gets accustomed. Whether it is due to the water or the climate I cannot tell, but nearly everyone, when they have been in the town a few hours, is attacked with violent diarrhoea, some worse than others. I heard it commonly called Red River fever. An essence of that wild raspberry, which I have before mentioned as contributing to the pie of the section man, is said to be a cure.

Winnipeg, like all of the new towns in Canada and the United States, is built in blocks, all streets crossing one another at a right angle. If they had all been numbered, it would be easy to find one's way about; but the numbers were not started for some years after the streets had been known by names; the result, that some are numbered and some named, is confusing to a stranger.

The Corporation have not yet managed to find a suitable material with which to pave Main Street; the wood blocks at present in use are always either sinking in or coming out of their own accord. It is dangerous to drive along them at night time, in spite of the street being well lit by lamps hung upon arms which project from poles of gigantic height; indeed, to cross the road on a wet day requires courage, a slip and fall may degrade your Sunday suit to second best, for the greasy, gluey qualities of Winnipeg mud are more deleterious than London splashes, and inevitably leave a stain. Some of the smaller streets are paved with stone and

gravel, well rolled in, and the side walks which elsewhere are usually of plank placed across the path, are here laid with concrete slabs. These are far preferable in the way of cleanliness, but the inhabitants will find that they want something stouter than their present thin soles, for instead of these wearing away the side walks, the side walks will wear away the boot. In many of the bye-streets it is dangerous to walk after dark, as a drop of four feet or more into one of the two ditches which may lie in shadow is not uncommon.

An electric railway encircles the town, traverses it from North to south, and has recently been continued over the Assiniboine Bridge through Fort Rouge to the Red River. Hereabout, but on the east or right-hand bank of the River is Elm Park, the great summer resort for school treats and picnics, but whence it derived its name is doubtful, as I was unable to find any elms each time I went. At present no bridge has been built across the river to the park, but in the summer it is reached by pontoons. In winter the ice, which reaches a thickness of three or four feet, of course makes pontoons useless, and all but the two railway bridges might be dispensed with; people drive and walk over where they please, making short cuts, except where the banks are too high.

The buildings in the business portion of the town are occasionally solidly built of brick and stone, for example, the Government offices, the colleges, and the stores of the Hudson Bay Company, who are the "universal providers" of

Manitoba, shopkeepers now, and no longer territorial lords as in the days of their charter ; whose familiar initials, seen daily, impress the new settler, and procure for him from the local wag, the ready explanation that the firm was "Here Before Christ."

Near to these stores is the Custom House. It strikes one as strange that there should be a custom house at Winnipeg, but it may have relation to the Red River which runs down from America. The following incident happened in connection with the Customs. Rails sent to Winnipeg for the maintenance of the C. P. R. are free from taxation under the liberal provision that was made by the Dominion for the encouragement of the ocean connection. You may suppose that the rails that pass through Winnipeg to keep the "road" in repair are a large order. One day it was discovered, so the story goes, that the rails for the supply of the Electric Street Railway arrived at Winnipeg in company with the C. P. R. rails, and thus for long escaped detection. The head of the Custom House, Captain Scott, made the discovery and promptly sent in an ultimatum of immediate payment.

Many of the houses that give the newcomer the idea of being built of brick are really wooden, with a veneer of brick to face the street. The using of brick veneer, though it may please the eye, cannot be considered a safe method of building, for while I was in the town the side wall of the Grand Pacific Hotel in, or, as the North American says, *on* the City Hall Square, came down in two detachments, falling on to

and crushing in the roof of an adjoining furniture store, many of the bricks being thrown into the passage that separated the store from the next building. Luckily, they did no personal damage, but the clerk in the furniture store only just got out in time, many of the bricks having fallen on to the desk where he was writing. But the great majority of Winnipeg houses are of wood. This is to be expected, and will least of all surprise the Londoner, who may trace at Greenstead, in Essex, and at Holborn Bars, in London, the wooden structures of which his predecessors were proud in their day, and the evolution through which architecture has gone. Fort Garry itself, the very nucleus of Winnipeg, originally consisting of square mud walls and corner towers, has all disappeared except one wooden and stone gateway. Of log huts, the more primitive buildings, I can only recollect one instance. When the axe of the early emigrant was reinforced by the saw, houses built of plank took the place of log huts, and are still the prevailing structures. A common mode of constructing these is to let the posts into the ground, to nail thin wood outside them, to fix felt to the thin wood, to put on an outer coating of thick planks, edge to edge, and to finish the inside with lath and plaster. The roof is of wooden shingles cut by machinery. The bishop's residence or palace, if it can be called such, is built somewhat thus.

The first three blocks on the east side of Main Street, as you leave the depôt to go south, would be felt to be a disgrace if they existed in the lowest slums of any large town

in England. They are small tumble-down wooden "shacks," unpainted except when they were built, and that was when the railway was first opened; nearly all of them are inhabited by persons who do no business on Saturday, and they are used as fruit shops or second-hand stores of every description. These earlier plank-built houses, being nothing more than large packing cases, lend themselves kindly to being moved. I was a little struck one evening on my way back to supper to find a house where no house should be, namely, on the street. I had that day been moving furniture, and it struck me with special force that if a house and furniture could be moved bodily, it was unnecessary to disarrange the furniture at all. If the house had not been solidly built it would of course have been a more difficult matter. The mechanism required consists of jacks, which raise the edifice till beams and rollers can be placed under it; then a system of block pulleys connects the house with a stout iron pin at a distance, which has been driven into the street paving; four or six horses are then hitched to the rope, and the house slowly wends its way up to the peg, and thus makes its first stage, after which the peg is shifted. "Why move houses?" the reader may ask, who never saw houses moved in London. This is sometimes the reason. The land on which the wooden house stands has improved in value and deserves a better structure; but the owner thinks the old home is good enough for the suburbs, and to a suburb accordingly it goes, to enjoy, let us hope, a distant but peaceful ending.

Some houses in Winnipeg have historical names. Tecumseh House, which has namesakes in other towns, is named after an Indian chief, who died or disappeared soon after fighting for us against the Americans; it is practically the "station hotel." Nicolet House, also a hotel, is named after Jean Nicolet, a Norman explorer, who died in 1642. "Leland" houses also are very common in the province.

The sanitary arrangements are decidedly primitive. Although the majority of the large houses in the principal streets are connected with a main sewer which empties itself into the Red River, all the others have "backhouses" at the end of their yard or garden, and against the fence which divides the yard from the back alley. These places of resort are emptied at night-time by the contractor's men, who afterwards throw in a handful of disinfectant. Kitchen refuse is put into tubs and cleared away in covered carts in the summer-time, but in winter many people don't take the trouble to walk to the end of their yard, and they accumulate a nuisance anywhere on their back premises and even in the back alley. The result of this carelessness is that when the thaw in spring commences and the sun shines on the wet and decayed animal and vegetable matter, typhoid fever is rampant, and in the latter part of May and in June the hospital has to eject its frostbitten patients to make room for fever victims. Evidently the Corporation has in sanitation to work out its own peculiar problem due to climate.

In the north and lowest part of the town surface-water floods at the break up of the frost have caused a great deal of damage to houses and furniture. They are not due to the overflow of the River above its banks, but rather to the accumulation of snow and water on the flat prairie, and also to the natural creeks which formed the original drainage, having been filled in by builders and shooters of rubbish, who did not think of the need to substitute artificial drainage; as the Corporation at last has taken the matter in hand, the floods may not occur again.

Below the outlet of the sewer in the Red River is a favourite place for fishing, but the only kind I have ever seen caught has been the catfish, which is not an inviting fish to look at; I was told it was very good eating but rather strong. Sturgeon used to be caught, but I did not hear of any catch during my stay. In the Assiniboine the goldeye is caught and when split open and dried is very nice. But the fish sold in the town are as a rule very tasteless, with the exception of the whitefish and the Lake Superior trout. Even the cod and hake which come from Newfoundland and the salmon from British Columbia have lost their flavour in the freezing process, and none can be called cheap according to our London prices.

Food generally speaking is not cheap except meat, and the prices of that strike one as anomalous; for instance, pork is half as much again as beef; it should perhaps be cheaper regard being had to the facilities which farmers have for

growing cheap food for porkers, especially on dairy farms where buttermilk is to spare. Bacon is imported from Chicago and the United States generally in such quantities as to show that Manitoba farmers might profitably pay more attention to hog raising than they do.

Fruit generally is very dear, having all to come in by rail, and potatoes, turnips, and carrots rise in price in the course of the winter. Bread and milk cost the same as in London, being 10 cents., or 5d. per quartern loaf and quart of milk respectively. Butter and cheese are cheap, but the latter is very poor stuff and not to be compared with the Canadian cheese that we are accustomed to in England. This inferiority is, I suppose, to be accounted for by the fact that the cheesemakers send all their best over here.

Among the anomalies of the country is the fact that winter is the time when a larger variety and quantity of food is available for the large number of straggling settlers. In the summer it is bacon and eggs and chicken, and chicken and eggs and bacon, *ad nauseam*, with perhaps occasional game, but mutton and beef are impossible for single families, who could only eat a small portion of the animal before the rest would be putrid. But in the winter the carcass will be hung or thrown down in the "summer kitchen," a lean-to where, to save heating the house in hot weather, a stove is carried out, and from the carcase a *quantum suff*, or as much as may be necessary for a meal, will be hacked off from day to day. In the town a butcher may be employed to cut up

the carcase for the owner. I have known an employé of the railway, formerly a butcher in Birmingham, to be hired for a few shillings to cut up into the orthodox joints a sheep or lamb, a pig, and the side of a bullock, or enough to last a family during the winter. In fact, winter is the time to eat and grow fat, to store up flesh, not only as a necessity against the cold, but as a provision against the intense muscular stress of the working season.

Living as I did exclusively in saloons, I was able to interview people who happened to stay at the same place for a few days either on business or pleasure, and to gather ideas from them. With one, a farmer who came into the town every two months, I got very friendly ; he was an Englishman who had been farming in Manitoba for about ten years, and brought with him ten years' experience of Ontario farming, besides having been born and brought up on a farm in Sussex. His advice was, that any young man with a good constitution might come out and make a living, even if he had to take up a farm that had never been "broken," being in its original prairie condition ; but he should for the first two years work as a labourer on farms to learn the difference between English and Manitoba farming, and after he has got his quarter-section of 160 acres from Government, he should have at least \$100 to start with. Furthermore, he was to be sure to pay cash for everything, not to get his implements on the credit system, or give a charge upon his farm to the manufacturer, as has been the case in too many

instances, where the first stroke of bad luck must change the freeholder into the slave of the manufacturer. One can imagine to what an extent this giving of bills and charges on farms has come to when it is a fact that one firm of machine manufacturers used to take on an extra staff of clerks at Christmas to make out the yearly statements showing what monies had been paid by the purchasers, and what interest remained due on the balances. In no case was the farmer to have regular remittances from home as they tended to his taking a holiday, which he ought not to take unless he had trustworthy men to leave in charge. If he made up his mind to work from five o'clock in the morning till eight o'clock in the evening, he would in ten years' time be able to take work a little easier. Should a man who was a good general blacksmith get a small farm to start with, and procure a good assistant, he himself working on it all his spare time from the forge, he would soon make his enterprise successful, provided that he had started in a small town where there was no other of his trade, but all round him a large agricultural district. My friend complained much of the Canadian, or rather Manitoban mechanics, who build sheds and put up fences; generally speaking, he had himself to do the job over again, and it was always cheaper in the end to get a practical Englishman to do the work although he took more time and asked more pay. And lastly, his advice ran that it was a great mistake to trust entirely to raising wheat; mixed farming paid better in the

long run, and sheep and pigs paid him in his small way just as well as cattle and grain. I found out afterwards that he efficiently farmed 1,300 acres.

One man with whom I got acquainted, told me of his experiences during the first winter that he was on a farm. He was, I think, at Birtle, some 200 miles West of Winnipeg; the farm was new and the log house had only two rooms, one the general living room in which the farmer and his wife slept, and the other, which was smaller, for their labourer; the only stove they had was that used for cooking in the general room, but in his there was none; the consequence was that during the whole of that winter the only clothes he removed when going to bed were his boots, his fur coat he used as a counter pane on his bed; when the weather grew warm enough he changed his clothes and said good-bye to them and their residents. He told me that after he had had a good bath and put on other clothes he never felt so refreshed before. Ere the next winter this temporary arrangement had given place to a more complete house and further warming apparatus, and everything was done for his comfort during the four years over which he remained with the couple; when he had left them for two years he still corresponded with them and had the feeling that he never need be hard up for a job as he could go back at any time, but two years full of varied employment such as I have described had spoilt him for the quiet life of the farm, and he found that he was able to put away more money with the higher wages given for job

work by successive employers. In the winter the never-failing lumber-camp was his resource. Many of the farmers complain of the employment agents for sending them hands that are not worth their food ; but there is another side to be heard ; too many young men, able and industrious, work for three months or more and never get their wages out of their insolvent employers, but take a note drawn by the farmer upon his grain or stock buyer. When the note is presented the latter says that he owes the farmer nothing, and this is usually true. I believe, however, that Canadian law is very favourable to the workman if he were fully aware of it, and that his lien for wages actually takes precedence of a prior bill of sale or mortgage. Unhappily the non-payment of wages is not confined to the farmer, as it is a common thing in the town, for a man to work for a month and then be forced to take a note which he may hold for three or four months before it is honoured. I hold one of these notes at the present day for 30 dols., or £6 5s., drawn by a man who was supposed to be quite solvent, and I shall be pleased to sell it for the 5s.

As soon as the frost commences there is, as already mentioned, a great influx of labourers into the town, especially of thrashers, and of the extra section hands that will not be wanted again until the spring. This is the harvest of the ready-made clothier and saloon keeper. At the house where I was staying the landlord did not cater for this class of customers, as he had no pool or billiard room which, next

to beer and whisky, is the greatest attraction for such men. The pool or billiard table is on the same pattern as our English billiard table, but not so large, being, I think, 8 feet by 4 feet : the balls and pockets are much larger. The game generally played is the familiar one of pyramids, but they play another game with the same number of balls, with pockets scoring from one to six points, and with fifty-one up to make the game. Instead of paying for the game the loser pays 25 cents, or 1s. 0½d., for three drinks or three cigars, for himself, his antagonist, and the marker. It did not appear that the condition of the table made any difference to the interest of the performers, many of the tables being about as level as Main Street or an old tea tray, and the balls every shape but round.

As Winnipeg owns no theatre or music hall, there is little to keep the incomers away from the attraction of the saloons, but yet there is very little rowdyism. The "drunks" confine themselves to the saloons and do not appear on the streets. Many of these men, like the shepherds in Australia, give the greater part of their money to the saloon keeper to take care of until they have got over their few days' spree, and I never heard of a dispute respecting the amount given up. As a rule the saloon keepers are thoroughly honest, highly respected citizens, and always ready to help customers in their hard times. The licensing laws are very strict; the opening time on Tuesday and the following days of the week is 6 o'clock, and the closing time 11 o'clock, but 8 o'clock on

Saturday night, after which hour the doors are not supposed to be opened again until 7 a.m. on Monday. On Good Friday and Christmas Day saloons are open, but during the polling time of an election, whether municipal or parliamentary, they are closed. To keep the law respected, there is a license inspector for each district. These legislative intentions are admirable, but, as has been the case with the similar legislation in the State of Maine, over-strictness defeats itself ; immediately the front door is shut the side door opens. As the inspector on his rounds is easily recognised, the license-holders promptly close their side doors and clear the customers out of the bar into one of the other public rooms. I think I am in a position to say that more fermented and distilled liquor is sold during prohibited hours on Saturday and Sunday than on any two other days in the week. A lively business was carried on by men called saloon informers. These men, acting in couples, went round the saloons and took notes. Then they lodged an information, and when a saloon keeper was punished, received half of the fine. Later on the saloon keepers when summoned appeared in court, acquainted themselves with their informers, asked the magistrate for an adjournment of a day or two, and thus had the opportunity of paying them to get out of the town and not to appear against them at the hearing ; but now informing does not pay, fines being no longer divided with the informers.

If the licensing law is not very strictly enforced, neither is

the law respecting parliamentary or municipal elections. I am aware of ten men whose railway fare was paid to a town some distance from Winnipeg, where they were billeted free, and who, on their return, were paid according to the number of people whom they had impersonated and whose votes they had registered ; in no case were they paid less than 1 dol. for a vote. One man I know polled six different times, and, when he went to poll again, was asked to take an oath of his identity with the person whose name he assumed. This he refused to do, and he got out of the booth as quickly as possible. He was sorry to a certain extent for what he had done, as he had not squared his conscience by voting equally on both sides.

Upon this election day I took particular notice of the manners of the Manitoban when in a state of excitement, and at the four elections that I experienced in the province, far more interest was taken by everybody than I have ever seen in England. Naturally more fights occurred. I had never seen a Manitoban fight until the election day first before mentioned. It commenced in this way. Three friends, united by a principle in economics, which will presently be explained, came up to the bar, ordered beer, and appeared truly friendly until they had each got their fourth supply, when the use of bad language appeared necessary to emphasise the arguments. Then, without any warning, one of them was knocked down by the second, and kicked by the third. As he was rising he was knocked down again, but

managed to drag his legitimate opponent with him ; then they rolled about the floor, freely biting one another. Meanwhile the third man, the onlooker, put in a kick every time he got a chance. Not being accustomed to this sort of combat, and concluding that there was no prospect of my British arbitratorship being amicably accepted, I walked out disgusted. A resident Englishman subsequently assured me that was the Manitoban method of settling differences ; also that if two men were boxing for fun, one or other of them would playfully use his foot in the first round, much after the style of the French boxing.

Once, returning to Winnipeg, I happened to be in a car with a base-ball team and their six or seven friends, who were off to play some local team a few miles along the "road." I must confess that I have heard bad language made use of in England among some of the lowest orders, also in Canada when the boys were coming out of the public schools, but the language that I listened to in that car would have made a Thames bargee, or a certain London stage manager, turn green with envy. If this team could use such foul language before the event, one shudders to think what would happen if they lost the match.

During my stay in Manitoba I saw many games of base-ball played, but was unable to get any excitement out of them. The national game of La Crosse, on the other hand, was very interesting.

A word may be expected on the amateur navigation of the

country where there is, judging from a first view of the map, so much water. It is not improbable that some intensely keen member of the Royal Canoe Club may in the future ship his vessel and find himself on the Assiniboine River within a fortnight of leaving London. He will meet with the contrast of a young river with the old ones which he knows. By a young river I mean a river that knows no locks, in which the water runs away as soon as it has fallen, with high banks and with shallow sides, and he may picture to himself what the Thames would be if all the locks were removed. In the prairie district he will meet with little in the way of rapids, for there are no rocks to speak of. Should he pass out of the prairie region, he will envy the facility with which the Indian patches his bark canoe when it has suffered in the whirlpools.

Mr. Macgregor in his account of the return of the Rob Roy canoe from the Baltic, pathetically describes his fears when he had to take his craft across the Strand. Similar dangers might be anticipated from railway travelling. But the sending canoes by steam is in Canada so common an incident that there is little cause for alarm. I have known as many as eight canoes or punts to be dispatched by a Saturday's excursion train when people were starting for their holidays, and express carts may be seen about the town collecting the canoes of intending holiday-makers.

There are good canoe and rowing clubs, beside other boating accommodation at Winnipeg. I remember in particular

two launches, which were appreciated on the occasions of the periodical water fetes. The Red River near the Town is little better than a broad dirty ditch, bare of trees.

Football, both of the Rugby and Association variety, is played here on the hard snow, which to an Englishman at first seems a very strange arena.

The game that appears to give the greatest satisfaction is curling. During the *Bonspiel* (in which word one would trace a French and German alliance, for *bon* is French for good and *spiel* is German for sport, if Dr. Murray's Philological Dictionary did not prefer a Dutch derivation implying a game between bondsmen or covenanters), which takes place in the early part of the year, the game brings a great influx of people into the town and temporarily assists the circulation of money. Curlers play in a place built for the purpose, made with wood, with or without a brick veneer; it has large doors and windows to let in the frost when they are freezing the floor. This is made of snow well watered in the first instance, and at each interval it is well swept and sprinkled with water to renew its surface. This ice floor is then partitioned off into four or six rinks according to the size of the building, privileged spectators are screened off by glass at one end of the rinks, and have a good fire to keep them warm but the non-privileged stand at the other end or along the sides and have to keep off the cold in the best way they can. This game, although identified with Scotland, is here played by all classes and

nationalities, but they all make use of the Scotch expressions as I suppose they cannot find any better.

During the winter months the increase of poverty noticeable in most towns is specially conspicuous. It is regrettable, at least as regards the provident poor, that the climate has no hibernating effect upon them as in the case of the Canadian bear. For the improvident some form of penitential labour must be found, and I think the Corporation of Winnipeg, being itself poor, has found the best. Now that the McAdam system of street-paving has made a start, large quantities of stone are brought into the Town from Little Stony Mountain, a mere hill, some miles away, but not too far for a good team to fetch three loads in the day. This stone, in blocks as it leaves the quarry, is shot on to a piece of waste ground, and all in want of employment can get taken on as stone-breakers, provided they can break a given quantity in the day. The day's wage is 50 cents., or 2s. 1d., which is miserable enough pay where a man has a young family, but it is charity to let them earn even this. If this work were done during the open months, the Corporation would have to pay 1 dol. 50 cents, or 1 dol. 25 cents, (6s. 3d. or 5s. 2½d.) Possibly these men would not have required the charity if they had been given the work to do when laying the stone was first mooted. Let my reader picture himself doing this work for ten hours a day without shelter, when the thermometer is registering 40°, 30°, or even anywhere below zero, when the hands and the feet are

numbed into ivory, and when small cheer can be found in the prospect of a home where there is little warmth and less food. The Corporation must at least provide day shelter, and may be reminded that beasts cost less to feed if they can be warmly herded.

It is fortunate that the uncertainties in the accounts of the climate, due to such causes as different temperaments, colonial spirit, capitalists' deception, and settlers' disappointment, can be resolved by an appeal to scientific instruments, and observations collected by the meteorological Service. In the appendix will be found a record of the extremes of temperature in each month, at the several stations of the province, during my visit of almost two years. The absolutely coldest record is one of 52° below zero, that is to say, 84° of frost. This degree of cold was achieved at Oakbank, which is a few miles out of Winnipeg, in the month of January, 1894. The warmest record is one of $105\frac{1}{2}^{\circ}$ at St. Albans, for August, 1893. These figures added together and divided give us a very rough mean of $26\frac{1}{4}^{\circ}$, which is of course $5\frac{1}{4}^{\circ}$ below freezing point. Taking, however, all the monthly extremes for Manitoba and striking the same average, we find that 33.96° , or practically two degrees above freezing, is the characteristic temperature for the year.

Wood, the principal fuel, gives employment to a good many during the winter months. Men, generally Icelanders, go about in couples, and whenever they see cord-wood being delivered, go to the door of the house and ask the householder

if he wants it split. One man saws it up into the required lengths with a two-handed buck-saw and the other splits it with an axe to the size required ; I saw, upon one occasion, an Icelandersawing and his wife splitting ; two men accustomed to this work can earn 1 dol. per day each. It is, of course, a cold job for the face and feet, but the exercise keeps the blood well circulated. Another industry specially associated with a race is laundry work, which as often elsewhere, largely devolves on Chinamen. Bachelors in England, who are at the mercy of the laundress, cannot ease their minds of their wrongs by a few expressive words to her, but in Winnipeg you can abuse " Washie " to your heart's content as he does not understand a word you say ; he will take your money and spoil your clothes, and give you a bland smile upon all occasions. But, mischievous though he be, he has the knack of turning out your oldest linen as if it was new, whereas his trade-rival the steam-laundry expert, will sometimes send you back a new shirt prematurely aged ; but, reader, if once your shirt has been through the hands of the Chinaman, I believe there is no other man or woman living who can prevent it from falling to pieces when next it goes to the wash.

Frost-bites here are very common with all. One young Englishman had just left the hospital before my arrival, who had lost both hands and feet. The mother and sister of the poor fellow came over from England to be near, and take home what remained of him. Another was in, having had several of his toes and both heels taken off ; a third, a

Canadian, was brought in whose feet had to be amputated at the instep. This was a case to excite much sympathy. His friendly sleigh and service had been requisitioned by a neighbouring farmer, whose man had had the misfortune to cut himself severely in the foot with an ordinary long-handled American axe. Thirty miles to the nearest railway depôt were driven by the sleigh owner before he could despatch the patient. Driving home from the depôt he fell in with a blizzard not far from home, and suffered frost bite. Unable to drive, he walked beside his horse, and so reached his home. But it was not long before he had himself to be brought to the hospital with the result before-mentioned : the first in-patient who met his eye being the very farmer's man, who had been the unwitting cause of the accident. What these victims suffered I can only imagine ; the one time when I myself was touched by the frost was upon an occasion when I had gone out for a few minutes. On my return I was met by shouts of derision, and asked what I had been doing to my nose. I immediately felt a nasty pricking sensation, and ran out to rub my face with snow, which soon brought back the circulation. I heard of one Englishman in a lumber camp who worked with one foot frostbitten for three days without complaining and without applying any remedy. He had acted thus, not wishing to lose a day's pay, and hoping that the evil would cure itself. But at last he fainted with pain, which was aggravated by entering a warm hut, and eventually he lost his foot.

Doctors make merry over the universal specific for the ills that flesh is heir to in Manitoba. "Coal oil" is a natural product akin to petroleum. If the Manitoban wounds his leg he washes it with "coal oil"; if a man is frost-bitten, "coal oil" inevitably is used; a toothache or sore throat, or incipient baldness, all suggest "coal oil"; possibly, if a man were hanged, an endeavour would be made to resuscitate him by the aid of "coal oil."

I have given you a description of the meals of the section man, now let me touch upon the 25 cent, the 1s. 0½d., meals of the clerk or mechanic, taken at restaurants or boarding houses. There are generally four courses and cheese; the latter is wont to be cut up in small pieces, put on the table with the pepper and the salt, and nibbled by the guests at intervals throughout the meal. First comes the soup, served hot as it should be, and, even if near the boiling point, no matter to the average Canadian, who somehow gets it down his throat without delay; then follows fish, and afterwards various dishes of meat, not improbably tough, but the Canadian will send it after the soup and fish; he seems never to trouble himself about mastication. Then come the *pies*, of which he is certain to appropriate not less than two helpings, and I did upon one occasion see a man have four. By this time the stranger, having finished his soup, is having his fish; but before he has finished the Canadian is walking away with a wooden toothpick, for which his teeth can find no use, for they have never been in action. My suspicion

that he can have but little sense of taste is reinforced by an experience at my second boarding house. The cook had been discharged the day after Christmas day, which, by-the-bye, in Manitoba is *no* Boxing Day. New Year's Day is a holiday, and at this time of the year the boarders always expect either goose or turkey; it was to be goose on this occasion. I told the landlady I could cook the dinner with the exception of the plum pudding and the *pie*; but I did not see my way with one goose to satisfy fourteen boarders besides employ  s and chance customers. I therefore ordered a bullock's heart, which I partially boiled and then baked, and when the goose had quite renounced the flesh I cut a breast-like slice off the heart, added a piece of the skin from the goose's back, and smothered the whole in sage and onions. I believe that no Manitoban palate detected my pious fraud. It is needless for me to say that the landlord and his wife, with the bartender and myself, did full justice to the legitimate article.

I must confess I did not like the closed cooking stoves in which wood fuel is used; I could not keep the oven at the necessary heat for baking while I had pots boiling on the top of the stove, for by the time that I had got these last up to the mark, my oven was much too hot, although the dampers had been regulated in accordance with the instructions. I found it necessary to concentrate myself most on the oven. I have heard many people, who have used the stoves for years, wish that they had got the familiar open range of old England, so

that they could roast their meat instead of always having to bake it.

No doubt to the English reader it will seem strange that any purveyor can put on the table so much of a dinner for so small a sum as 1s. 0½d., but it must be remembered that a caterer can lay in a stock of dead meat, enough to last him the whole winter, by buying direct from a farmer, as there is no trouble in keeping it frozen until it is required for cooking ; similarly with their vegetables which they can store in the cellars, far enough away from the furnace (of which I shall speak presently) to keep them in comparatively good condition, and yet near enough to it to keep them from freezing ; either extreme would interfere with their eating qualities. There is, however, little satisfactory flavour in a cabbage after it has been kept so long.

The service of the C. P. R. dining cars is very good, and reminds one of the meals in the saloon of a first-class steamer. I knew well the "crews" of three of these cars, and without exception they were all Britishers (possibly chosen for their politeness and *savoir faire*) and not of the Canadian element, which is brusque rather than suave, and energetic rather than cultivated ; a cleaner or more gentlemanly lot of young fellows I have seldom come across. To make up a "crew" there are often seven, namely, the car-conductor, who must not be confused with the train-conductor, two waiters, two cooks, a scullery man, and a carriage cleaner, and these seven may have to wait on a train complement of a hundred

passengers, or as many of them as choose to take the Company's meals. The car-conductor has an arduous task if the line happens to be blocked by any accident and the train delayed, perhaps for a week, for he would still have to serve the usual three meals a day. As he only takes with him stores for twenty-four hours, he may, in such an emergency, be obliged to forage off the line at chance farmhouses until supplies can be sent from a dépôt. It is conceivable that if a breakdown took place in an uninhabited district he might, owing to force of circumstances, have to cater for the whole train.

In the winter months we in England think about the addition of game birds to our bill of fare, and it struck me during my first winter in Winnipeg that I had seen none exposed for sale, although people were continually talking of the quantity of prairie chicken that this or that person had seen or shot. Then I remembered having noticed a poulterer's advertisement in the paper that he would preserve sportsmen's game in his ice-house as long as might be necessary for the sum of five cents per bird. In this way a store of game may be kept for several months, whereas in a private house it would have to be consumed much earlier. Wild geese, ducks, and prairie chicken are thus no doubt frequently preserved. As to prairie chicken, which were in danger of extermination, the legislature prevents them being sold throughout the year. The Manitoban therefore never eats prairie hen unless he happens to number among his acquaint-

ances an amateur sportsman who will give him some. The moose and buffalo are similarly completely protected ; of the former I only saw two in their wild state, and of the latter none.

During the coldest weather the trade carts of the fruiterers, greengrocers, bottled ale vendors, milkmen, and manufacturers of aerated waters are covered in with a framework, and a small stove is kept alight inside, so that the goods cannot get frozen ; these conveyances remind one of the caravans of the English gipsies, but the perambulating hearth of the Manitoban storekeeper is of course upon runners. The tramcars have to be heated in the same way, and it is a little humorous to watch the billsticker in the depth of winter, and the heat of an election, pushing in front of him a sleigh which carries a stove surmounted with his pot of boiling paste, and using his best endeavours to spread the poster on the wall before his paste becomes a sheet of ice. The railroad cars are of course warmed, and are not allowed to leave the shed till their temperature has reached its proper degree ; the baggage car has its own stove, and the sorting of letters in the mail car would get on but slowly if the fingers of the clerks were little better than icicles.

I should advise any young man coming out to Manitoba for farming to bring with him one good thick tweed suit, or perhaps two, some good flannel shirts and thick underclothes, also knitted socks or stockings and boots. Besides these a fur coat, a fur cap, possibly some mittens, and special snow

or ice foot-gear must be worn. If the snow is compacted into ice, then felt shoes cover the ordinary boots, though moccasins might be worn. If, however, snow is falling, a "rubber" over-shoe, which we should call a golosh, is put on; under the moccassin a knickerbocker or Mennonite stocking (so called after the Mennonite settlers) is worn over the trousers, and secured above the calf by a worsted lace. The "allround" type of foot-gear has yet to be evolved to meet the succession found in Manitoba of stoneless prairie, plank pavement, crisp snow, beaten ice, and a month or more of slush.

The average Manitoban has a curious habit of wearing a black shirt and collar. These are generally in one, are of some thin texture, cotton or linen, and are completed with a white knotted scarf. The function of the black shirt may be due to obscure thermal laws and the climatic environment, but as the Countess of Aberdeen has commiserated the circumstances of the forlorn Canadian bachelor, we may suppose that for many a long week the black shirt wraps its owner, and that from the day of its adoption to the time when it is discarded, it is perfectly innocent of the laundry tub. As regards cloth clothes, he has a partiality for blue or dark-colored cloth or serge.

In winter the underclothes, whatever they are, are topped by the absolutely necessary overcoat of skin, or more probably of skin and fur. The well-to-do citizen has the resources of Paris and London at his disposal, and our readers

have not much concern with him, The next in order has a coat of "coon" or else of koala (that is the so-called Australian bear, which zoologically comes near the opossum), or perhaps a coat of wallaby, that is kangaroo. A difference of use is noticed between the man of indoor pursuit who wears the fur inside, and covers the skin with cloth. The out-of-door man values the fur too much for its protection from snow to conceal it. Native bear skin is worn, but it wears badly and is unwieldy. The average English overcoat is useless; the emigrant will be able to buy a secondhand skin coat at a reasonable price, which will be far more useful.

All superfluous clothes he should sell before he comes out, as he will get next to nothing for them. A friend in England, under the impression that old clothes might have more value in Canada than in London, and to test the market, sent out some, and their fate may be instructive.

There were the following articles:—One tweed suit, one black coat and vest, one pair of grey cloth trousers, one covert coat. The shipping agents were paid 18s. 2d., clearing the Manitoban Custom House and some other unexpected charges cost 3s. 6½d. The bulk of the goods were sold for 6s. 3d., but the covert coat was of use and given to a hotel porter.

If the emigrant has any books he should certainly bring them, but it is needless to buy more, as he can get American editions of all good English authors quite as cheap, if not cheaper, than in England.

After living a nomadic life for about three months, I settled down in a small and quiet saloon, where I paid 1 dollar 50 cents, or 6s. 3d., a week for my bed only, taking my meals where I could, but having my Sunday dinner always at the house. The boarding department was let off by the landlord to a couple who, with their family, lived in the house. They were very quiet and homely Scotch people, who had originally settled in Ontario. My reason for coming here was an acquaintance, before I went into the hospital, with the landlord and his bar-tender, they having been employed in two separate houses, the warm reading-rooms in which I had frequented during the winter. I was made very comfortable, and treated with special kindness by the landlord. I went on errands and did any light work that was within my power, and always got a kind word. I sat much of the day in the little front, semi-private room joining the bar, and many quiet and pleasant winter afternoons have I spent there playing some game or telling anecdotes.

Early in a summer's morning, when walking to and fro in front of the house, I have often been amused to see the small boys up and down the yet quiet street, driving their dogs in the shafts of little carts, while others were breaking in puppies on the side walk by means of harness round the neck and across the chest, holding the traces in their hands, now checking and now whipping on their steeds. Any sort of dog, from a fox terrier to a Newfoundland, served the purpose. These young dogs, when trained, were generally first used in

sleighs, as traction over the frozen snow was easier than with the wheels used in summer, and the animals appeared to enjoy the fun as much as their young masters, who would not easily be persuaded to carry a parcel in the winter time; no matter how small it might be, it went into a sleigh, which, if they had no dog, they would themselves draw. Even the baby carriages are on runners in the winter. I only once saw a regular dog sleigh, such as we associate with the Esquimaux, and this was drawn by a team of six, I think of Labrador breed. The man who was driving had evidently come a long distance, and was collecting supplies for Christmas. Each time he stopped at a store the dogs lay down on the frozen snow, but never seemed to have entangled their harness when they got up again.

My walks supplied me with other incidents. One day, on the connection of the Northern Pacific R. R. with the C. P. R., I saw some men mowing the weeds on the railroad embankment which runs down to the river bank, and asked them what use they made of the stuff. I learnt it was a law that all noxious weeds should be cut down every year before they shed their seed, which would else be carried long distances by the wind, and choke up the crops on outlying farms. Prickly saltwort*, there called the Russian thistle, appears to

*—*Salsola Kali*, the Saltwort, which is common on our own sandy shores and inhabits saline districts in the greater part of the globe, has a variety *tragus* in the south-east of Europe, which has been introduced by some means into the Western States of North America. Here it flourishes, and reproduces itself from seed with such astonishing prolificness that it threatens to become one of the very worst weeds with which farmers have

be the worst of them all. Botanists will think the term "thistle" a sad misnomer. As "the whole plant abounds in alkaline salt" (*Johns' Flowers of the Field*), it takes kindly to a country where lakes are so alkaline that when they evaporate in the summer they leave "the salt thick upon the ground like a layer of snow." (*Five Years in Canada*).

Along this walk of an evening the mosquitoes were very troublesome, but the town itself is very free from them as it is also free from the lively flea, which insect, I was told, had never been seen in Manitoba, but to make up for it, the bed bug is very prolific, owing, I suppose, to the great quantity of wood used in building.

Among the regular customers at my quarters was a young Englishman of independent means who was very kind to me, and we often went for drives together, he hiring the summer buggy or winter sleigh. During one of the summer drives we stopped near the "road" at a point some distance from the town, and while standing on the prairie a few yards away, a train passed. I noticed the earth trembled so as to give the idea that one was standing on the surface of a bog. This soil must have been a frequent trouble to the engineers laying the line over a geological formation supposed once to

had to contend. It had become widely established before they had realised its true character. It not merely chokes the crops, but its sharp, spine-like leaves make it very injurious both to animals and man. The farmers call it Russian thistle. Last year it was so troublesome that in South Dakota alone the damage inflicted by this plant was estimated at several millions of dollars, and the local authorities despair of effectively combating the evil without special help from the central government."—From *Science Gossip*, 1894, Vol. I., page 98.

have been a lake bottom. I certainly should not like to live in one of the wooden houses built close to the "road" as they sometimes are, as there might be a chance of the building being brought down about one's ears; certainly the inmates would be waked by the vibration, and would also stand a chance of getting burnt out by the sparks from the engine. I think that farmers growing wheat near the "road" are compensated by the Company if the sparks from the engine set fire to the crops, but whether they get compensation from the insurance companies as well if their barns and other buildings get burnt, I cannot say. I was told that the policies were very strict, and if your house was tarred instead of being painted a higher premium would have to be paid. Among other places we often passed through S. Boniface, the French and Roman Catholic settlement on the side of the Red River, opposite to Winnipeg. Ultimately it may merge in Winnipeg as Westminster has merged in London; but at present it is a distinct town. The houses are not arranged in so compact a way as at Winnipeg, but are dotted about, and the shops do not give you an idea that they are doing a large business as they have a dull appearance. No doubt this is owing to the fact that the better class of inhabitants do most of their shopping in Winnipeg. They have a fine hospital, and some claim that it is better than that before mentioned, and that the Sisters pay more attention to the patients. Be this as it may, I certainly suffered from no lack of attention.

Civilisation in Manitoba is the advance guard of Canadian civilisation, which gets very sparse as it draws towards the Rocky Mountains, till it passes their summits, and a different order begins. Perhaps for this reason the Dominion Parliament has to watch tenderly over school politics in Winnipeg. The organisation of these schools by the national party was disapproved of by the Roman Catholic minority, and an enquiry and action by the Dominion Parliament followed. In March of this year a Manitoba School Bill, brought in by the Government, was the subject of a continuous sitting of thirty-nine hours, which ended in the second reading of a measure likely to redress the grievances of the Roman Catholics. On the third reading the sitting was even longer.

An Englishman is struck with the genial warmth when he first enters a Manitoban House in the winter. How many times at home, when making a call, he has been shown into a cold room where no fire has been alight for days. But in Manitoba, if it be a small house, he sees a stove in the entrance hall, and another in each of the down-stair rooms, with the pipes leading through the upper floor to the chimney. In larger houses he will find the heat is usually generated in the cellar by an oblong box-stove. This has a large and carefully made casing of tin or sheet-iron to collect the hot air as it radiates ; from the top of the casing numerous pipes convey the hot air to the floors above, either through gratings in the floors, or by means of pierced walls. The better class of residences, the large hotels, and the

public buildings are heated with hot-water pipes. Rarely will you see an open grate, but considering the attention the guests at the Leland House, which is a leading hotel, take in the cheerful fire of the entrance hall, one would think it would be appreciated wherever the luxury can be afforded. For stern utility and ugly effectiveness, perhaps the big German or American stove should be preferred.

I advise any visitor to Winnipeg, who has a few hours to spare each day in the winter, to go to the Free Library at the City Hall, where he can be comfortably warm, and read English newspapers and magazines. Formerly he might have gone, had he been a Freemason, to the Masonic Library at the corner of Portage Avenue and Main Street, but it has been burned down lately, causing a great loss to the members of the craft, as many of the articles burnt could not well be replaced. It is a great pity, considering what a well-organised fire brigade they possess in Winnipeg, that they do not seem capable of coping with fires in winter that have once got a hold. This building, like some others that have been burned down, was of stone and brick, and not of wood. There are plenty of fire-alarms in the streets, and there is hardly a store, office, or hotel, that has not got its telephone, and on each there is a printed notice, "In case of fire, call No. —."

An alarm of fire is also given by means of a bell in the market. After this alarm the bell is tolled so as to indicate by the number of strokes the threatened district.

In England our Factory Act determines from what clock in the neighbourhood an employer of labour shall take his time; this often leads to disputes as to the correct time if the authorised clock cannot be heard, but in Winnipeg this confusion is obviated by the Market clock, which rings at 7 a.m. every morning for people to commence work, again at noon for dinner, at 1 p.m. to resume work, and again at 6 p.m. to knock off, giving ten hours for the full working day, or sixty hours for the week. There is no half-holiday on Saturday, no interval of five or ten minutes for lunch or beer time as in England; but on the other hand, no trade starts before 7 a.m.

Telephones are much more of a reality in Manitoba than in London. Besides the ordinary business use, the climate makes the telephone almost a necessity in all households. Who, in the winter, would like to have to put on all their outdoor winter garments to go 100 yards to fetch some trifle that may be wanted in a hurry, when for a small sum per annum they can have telephone connection, and by this means bespeak, and have the article delivered, in less time than clothing preparations would occupy! Again, a train that starts on Monday, and is not due at its destination till Sunday, has perhaps a grander opportunity of being late than a train on any other line in the world, an opportunity which, it is fair to say, it rarely uses. How convenient, when a friend is expected, to be able to ascertain through the telephone before leaving your

own house, whether the train is "on time," or half a day behind.

The telephone wires are raised on very tall unpainted posts standing on both sides of the street; alternating, as they do, with the poles of the electric cars, and those of the electric lamps, they give the street the appearance of an avenue of blasted trees at all angles. Some of the side streets are being improved in appearance by having trees planted on the waste ground between the side-walk and the ditch, and in many cases the inhabitants have laid down grass in front of their houses to take the place of a surface of earth or mud. In a few cases, a householder has taken the next step, and railed in his grass plot, and such houses begin to look homely.

The Winnipegger is "very great" on music; there are several bands in the town; the citizens having one of their own which plays on a Saturday evening "on" the City Hall Square, and is much appreciated; all the churches have good choirs of mixed male and female voices. The musical instrument storekeepers must do a good trade, for nearly every house has a piano, as you can tell any evening by walking down a side street. The winter indoor amusements are much the same as in England, and must be fully appreciated, for the long winter is very tedious to young children who cannot play out-of-doors. They appear, however, to make up in the summer for winter confinement by staying up and staying out very late at night.

One pastime, which the children have on summer evenings, is a ride on the "Belt Line" of cars. The Company makes up a train of three or four cars, and runs them every ten minutes, and should there be an entertainment at either of the parks, a car constructed for and containing the band is put on in front of the train, and the advertisement of the evening's amusement is hung outside the car. The music and the announcements make one or two journeys early in the evening, and of course add greatly to the delight of the youngsters, while their elders enjoy the fresh breeze that one feels in these open cars. I very much doubt if the little ones in London would appreciate a ride round the Inner Circle Railway on a hot evening in the summer.

Although the Canadian is largely of British extraction, he has lost a great deal of the English geniality; for instance, when meeting a friend "on" the street in the forenoon, there is no shake of the hand, or "Good morning!" it is usually, "Hulloa! what d'ye know?" In the evening when *entering* a house the greeting "Good-night" is for a long while a surprise. They have not one custom of ours which we might drop; the female population do not kiss one another in the street or even at the *Depôt* when they are saying, "Good-bye;" or saying as they much more frequently do, "So long!" the meaning of which I and the reader alike have to guess. Perhaps the reason of females not kissing one another, has some relation to the fact that they nearly all and always chew gum. "If you please" and

"Thank you" are unknown, so much so that their absence was taken notice of in a local newspaper.

Among the many things that strike the Englishman as strange is to see a private person seated on a tricycle travelling on the railroad metals. These machines, seen from a distance, look like hand-bicycles, but when close to them you notice a stretcher, or axle, reaching across to the other rail on which is a third wheel; these three wheels are all made like those of an ordinary trolley, but much lighter; the machine is easily got off the lines when a train is coming; you may often see three or four of them on the platform of a depôt without the third wheel, that having been temporarily removed to economise space. These machines are used by farmers and other people living at some distance from a town but near the "road." Where the view is bounded only by the horizon and there are no gradients, the chances of collision are very small, altho' one line of rails accomodates the "East" and "West" traffic alike; there is only one through passenger-train each way in a day, but freight-trains are more numerous. It is, of course, necessary to get permission to work these single trollies, but whether they are the property of the users, or only lent to them by the B. R. Co., I cannot tell; they appear to be very much appreciated.

A peculiarity in the way of selling goods is due to the decimal system of coinage. The reader may be assumed to know by this time that 100 cents make a dollar, that a dollar being worth 4s. 2d. or 50 pence, two cents are worth

a penny, 10 cents are therefore worth 5d., 20 cents 10d., 30 cents 1s. 3d. This is all plain enough, but the Canadian cannot disembarass himself of the use of the quarter and half-dollar, i.e., 1s. 0½d. and 2s. 1d. Custom, therefore, has established that articles may be sold one for 10 cents, two for 20 cents, three for 25 cents or quarter-dollar. Obviously, it is more economical for three men to drink together than two, an economy which does not assist the cause of temperance.

This financial economy spreads into social relationship. Men go about in threes, not twos. Elsewhere, two are said to be company and three none. We have previously seen that three men may begin in a very companionable way and finish with a squabble on the floor.

The post office arrangements are also different to ours; all large firms, and nearly every business person as well as many private ones, have their own locked up pigeon-holes, which are accessible in front to the owner of the key, and at the back to the officials. For this privilege the key holders pay a small annual fee. The pigeon-holes have glass doors so that it is not necessary to unlock them to ascertain if any letters are waiting. People who have their letters addressed to the post office may consider themselves lucky if they get them three days after the arrival of the mail; one letter, which I had been applying for daily, was given to me on the 8th day after it had been stamped at Winnipeg. I pointed this out to the female clerk and she assumed an air of

injured ignorance. As regards illustrated papers or magazines, you will be very lucky if you get them at all; a friend of mine said that during the five years he had been out he had received on the average one bundle of periodicals out of every four. If you wish to cash a post office order you must take some one with you to the office to identify you before you can get the money.

Mr. Labouchere had a paragraph in his weekly periodical *Truth* of the 14th March, 1895, stating that registered letters from the North-west Territory had been out or torn open so as to give full opportunity of investigating the contents, but as they were only business papers of no value to the thief, they were unmolested. Since this paragraph, there appears to have been a general shake-up for the better in the postal service, and the applicant certainly gets an attention now, which before was unknown; no doubt the superiors thought it time to make inquiries seeing that the peculiar habits of the officials had been taken notice of in the old country.

Winnipeg has a great number of churches and chapels of all denominations, and as in England the chapels prefer to be called churches. Among the charitable institutions the Church of England has a mission refuge, where one can get a bed for 10 cents; and meals for either 5 cents or 10 cents; or, if you have no money, these can be got by ticket from one of the subscribers. Very thankful I was to one of the clergy for allowing me to sleep there when I was centless and

helpless. A change of site and in the management of the refuge had been made before I left the town.

English people will have some recollection of the death in 1891 of Sir J. A. Macdonald, the premier of Canada, and may have compared his likeness with portraits of Lord Beaconsfield to whom he had a curious resemblance. His policy was in the words of the *Times*—"To build up on the North 'American Continent a great nation under theegis of the 'British crown," and at his death his life was commemorated by a service in Westminster Abbey. His son, Hugh John Macdonald, who practices as a solicitor in Winnipeg, is looked upon with great respect by the inhabitants, and has recently been appointed Minister of the Interior in the Dominion Parliament, in antagonism to the school policy of the Manitoba government.

The police of Winnipeg are a fine body of men being all six feet high, with one exception, who is an inch less; they are all inclined to be "embonpoint." Unlike their United States brethren, they are free from corruption.

Many of the numerous young men who have come out to make rapid fortunes, have, as a last resource, joined the Canadian Dragoons, and have not repented, although, like all Englishmen, they have found something to grumble at. If a little excitement in the way of a brush with the Indians could occasionally be provided for them, their continuous drills would be less monotonous. The only excitement they had while I was there was being shot at by a wholesale

storekeeper while a party of them were bathing in the Assiniboine River. He lived in a large house on the river bank opposite to the barracks. His motive was disapproval of the site chosen for bathing, though this was remote enough from his windows. He fired several times, lodging shot in the leg, chest and eye respectively, of three. One escaped like a dabchick, by ducking at the flash, for each volley of shot returning a volley of chaff. How the case ended I have not heard, but, from conversation between the victims, I gathered that they were quite ready to accept compensation. Strangely enough, the leading paper, the *Manitoba Free Press*, took no notice of the occurrence until their hand was forced by another almost unknown paper. The *Free Press* sympathy was evidently on the side of Mrs. Grundy.

I met members of the North-West Mounted Police, who have the reputation of being a badly-officered, but fine body of men. Their headquarters are at Regina, where they come into closer quarters with the Indians. The duties of the force are to communicate with farmhouses lying distant from one another, on such matters as murder, cattle stealing, or illicit whisky selling, and to prevent the Indians from trespassing away from their reserved tract of country. The force is recruited occasionally from our home forces, and generally from Great Britain. I knew one man as a city clerk, who subsequently enlisted, being of the requisite physique, in the Guards. One night there was a scrimmage

at the Criterion in London, in which he felled his assailants with a water-bottle. It took several policemen to convey him to the station. Eventually he found himself with the North-West Police. He has served creditably, and once returning from a visit to his familiar haunts, brought out some of his old comrades, and re-enlisted them as Canadian police.



CHAPTER VIII.

HOMEWARD.

ONE day, while sitting in the little room before-mentioned, I was asked by my young English friend if I should like to get home. I told him it was my greatest desire to leave the country before another winter set in. He then said he was going into the States for a month or so, and if I liked to go with him he would pay half my fare to England, if I could manage the rest of the journey. By the assistance of my host and the bartender, the means were soon procured among a few friends, almost without my knowledge, and on the following day we started by the Northern Pacific for Chicago, my host kindly coming to bid me "God-speed," at the same time regretting that our conversations would come to an end.

As here we practically take our leave of Canada and its C. P. R. to travel on the very differently-managed American Railways, I will give my testimony that the Colony "road" is on the whole well administered. One might suppose that so long a line, running through so much uninhabited country, would afford many opportunities of collusion between the servants of the Company, or between them and the passengers.

But I only heard of one instance of a journey being stolen. A waiter in the Company's employ, a favourite with his colleagues, except for a hot temper, which involved him in a squabble with the cook, was dismissed for the third and final time. He wished to make his way to Montreal, and his geniality secured him a safe journey in the dining-car meat-safe, into which he periodically had to bolt, like a rabbit into its burrow, whenever the conductor approached.

The immense length of the "road" produces a curious result. No train starts from Montreal or Vancouver, the two extremities of the line, on Sunday, and the entire passage occupies six days. On Monday the Sunday gap must of course be felt somewhere. By Wednesday the gap will have reached Winnipeg. Similarly the Sunday gap in the service of trains starting from Vancouver will by Thursday have reached Winnipeg. On Wednesday and Thursday no east or west passengers respectively reach Winnipeg, and the Company merely makes up a train for local service. But though the Sunday may be respected at Montreal and Vancouver in the matter of departures, the trains which reach Winnipeg on Sunday (which left Montreal on Friday, or which left Vancouver on Wednesday) have to off-load and reload their passengers, and to be tended; and the question whether a Company, whose "road" covers so large a space, really does and can "keep Sunday" at all its stations, is a problem which may be relegated to the people who like playing chess and answering newspaper conundrums.

Spending one night in the train, we arrived at Chicago on the evening of the "glorious 4th July," when the Americans celebrate the first act of Independence, and the throwing off the British yoke. During the latter part of our journey, we heard fire crackers at every station, and saw small boys firing off old pistols; one decrepit old man was firing a shot gun as quickly as he could load it. On arriving at the outskirts of the town, we saw a few fireworks and illuminations, but not to the extent that we see them in England on Guy Fawkes' Day. I was surprised not to see bonfires, and that they paraded no effigies, such as King George III., or, if his memory be effete, one of the Southern Generals who was slaughtered in the war of abolition would serve the requirement. In the Southern States they would suitably burn one of the Northern Generals; we should have welcomed any change from the continuous banging which only affects the hearing, and is nowise pleasing to the other senses. Few people in Chicago got to sleep before three o'clock on the morning of the next day, as the crackers were still going off when I went to bed. As it was late in the evening when we arrived we took no meal, but after a wash walked about the town, calling at a good many saloons, and sampling the free lunch, which is an institution at all of them; any meal taken at an irregular time or place throughout the day or night is called lunch. The profit on the Lager beer must be very large. considering that we had a hard-boiled egg, two sardines on toast, and a small piece

of biscuit and cheese, with a large glass of beer for five cents.

The most noticeable thing that struck me was the large percentage of Germans that we met, in comparison with the number in Manitoba, and even in comparison with the other citizens of Chicago. By their conversation they appeared to be tradesmen, not newspaper men as one might have imagined from their being in saloons at the late hour of our visit; of course they may have been waiting for the early markets to open, or perhaps their business did not require them until late in the day. Without any conspicuous flare of gas, it is yet the fact that the saloons of Chicago are open the whole of the night, while the tramcars are ever on the run. After breakfast the following morning about ten o'clock, we went out to get my railway ticket to New York, my friend having booked himself and luggage through; we went to a good many railway and shipping agents, but should have had to pay them the full fare; at last we were recommended to a certain "scalper" who offered to get me to New York for three dollars less; to this offer we agreed; it was arranged that I should continue my journey in the afternoon, and that my friend should follow on the next evening and meet me in New York. I started off with the "scalper" to the stock yards, which, I believe, with the slaughter and packing houses cover 100 acres. Here I was introduced (if so polite a term can be applied to the making acquaintance of a man, whom I now believe to have cheated

us as well as the Company), to a drover who was taking cattle that evening to New York; entering an office in company with another would-be passenger, a German, we signed a paper that we were going as the drover's assistants. As soon as the train was ready to start, we got into the "caboose," and commenced our journey. At noon on the following day, as we were waiting on a siding, and also changing conductors, the drover asked us how much we had paid the "scalper," and when we told him he got mad, or affected to, saying that no more had been given him by the "scalper" than one dollar, and that if we did not hand over more he would not own us as his assistants when the fresh conductor came. As there was no help for us, my German companion and I gave him what he asked. The feeling of having been "done" added to the great discomfort of riding on a cattle train and occasionally (when the caboose is taken off) *on the top* of one of the cars, when for the same sum we might have travelled in comfort, gave a painful interest to the remainder of the journey. We arrived in New York at 3 o'clock on Monday morning. What became of the drover I do not know, for he disappeared from the caboose about an hour before the end of the journey.

The emphatic moral for those about to employ "scalpers" is "don't!" I should have paid no more had I purchased my ticket in the ordinary way, and the Railway Company was certainly no gainer.

I did not see my friend again, although I met all the

trains from Chicago for the next two days, so I had to give up the prospect of ever meeting him. After a short time, I shipped as a cattle man on board an English vessel for London, where I safely arrived after an uneventful voyage.



CHAPTER IX.

CONCLUSIONS.

A VISIT that occupied two years, necessarily leaves some general impressions as the detailed experiences fade from the mind.

The causes that led to the completion of the railway joining the two oceans, causes that might be called imperial if the Queen were Empress of England and not of India, will be best understood from the books of Sir E. W. Watkin, of the Rev. W. P. Greswell, and from common sense. The completion of the Railway led to a Manitoba land-boom of enormous dimensions. Such booms reach their natural limit, and the Manitoba boom is probably in a state of recoil. Agencies set in motion then, however, persist, or we should not see in our Post Offices notices bearing the Royal Arms and initials, strongly urging the claims of Manitoba and other provinces in Canada on "tenant farmers and others, with moderate means, who wish to engage in profitable agriculture," and offering "free farms" to "eligible settlers." The advice may still be good, taken with limitations. The Canadian, who was on the spot, was able to

select all the eye pieces and the best positions ; and though the railway opens up, from time to time, new land, these opportunities do not fall to the chance emigrant. A farm 100 miles away from any railway depôt is practically valueless, and a would-be settler is likely to be better remunerated if he were to buy an "improved" farm, and in spite of the Winnipeg cry of "wheat!"—push mixed farming. Notice in passing, that in the winter of 1893 there was a scarcity of potatoes in Winnipeg, and almost a potato famine in Chicago. The local difficulty is how to protect the tubers from the frost. Usually kept by householders in cellars in the way before described, potatoes would probably keep as well, or better, in large improved clamps—a cross between an English ice house, a silo, and perhaps a corn elevator. One is safe in asserting that town life, with its many ingenuities, must ever be carried on *pari passu*, or step by step, with country life. Even bankrupt farmers necessitate accountants, though indeed I have known accountants to adopt bar tending for want of clients.

It may be that through mere individual selection, assertion and effort, and the needs of the staff of the C. P. R., which I have before described as largely centering in Winnipeg, town life is developing as quickly as that country life which Government advertisements chiefly foster. The element that perhaps is wanting in the town is adaptability and inventive powers that shall make English and Canadian settlers comfortable in spite of the drawbacks that the climate

entails. To take an instance, fruit is scarce in Winnipeg except that which is imported. There must be a way of growing fruit in a summer of five or six months. It may be that glasshouses require to be of special construction, for instance, of double glass. If Englishmen in England build glasshouses, specially adapted in the angle of the roof and the warming apparatus to growing tropical orchids, surely fruit, which as a necessity may be supposed to rank before orchids, may be grown in a country although the average temperature is only about 34° Fahrenheit, or two degrees above the freezing point. So too the co-operation of the mechanic may be necessary to ensure a supply of salads at any time of the winter.

If it be the fact that the rules of the insurance offices will not allow houses to be tarred, the offices should reconsider the necessity of the regulation, for every schoolboy should know that if pieces of cloth, black and white, be placed on a snow surface, the snow will melt first under the black cloth. Wooden, but tarred, walls must therefore be warmer than those left white, while deciduous creepers will correct the summer heat. Mere fire-panic should not subject householders to six months of unnecessary discomfort.

A candid friend looking over my manuscript, observed that the contents might be described by the title "What to eat, drink, and avoid." The criticism is useful.

The popular opinion of any man or woman on the question of the comparative wear and tear of the body in the winter

compared with the summer, is that "of course the body wastes most in summer. Perspiration shows that."

Science shows the contrary. We need but to think of hibernating animals, the bear, the hedgehog, and the dormouse, to be convinced that frames which are not nourished during the winter must perforce be built up during the summer, if they are to maintain their equilibrium. The conviction is strengthened by the observations on convicts (recorded by Mr. W. R. Milner and mentioned by Sir B. W. Richardson, F.R.S.*), whose food being known and measured, and their work being constant, were found to increase in weight during the summer up to the autumnal equinox, and to decrease in weight during the winter till the corresponding spring. If an English winter wastes the body, a rule-of-three sum shows that a Manitoba winter must much more waste it, and as waste must be replenished under penalty of death, it is appropriate enough that what one will have to eat and drink should form a very large proportion of the problem which the emigrant has to solve. "What to avoid" is a less difficult question. There is no dyspepsia in a nation of muscular workers.

*See his works, "Diseases of Modern Life" and the manual on "Health and Occupation."

APPENDIX.

— — — — —

1. 1. 1. 1. 1.

2. 2. 2. 2. 2.

3. 3. 3. 3. 3.

4. 4. 4. 4. 4.

5. 5. 5. 5. 5.

6. 6. 6. 6. 6.

7. 7. 7. 7. 7.

8. 8. 8. 8. 8.

9. 9. 9. 9. 9.

10. 10. 10. 10. 10.

11. 11. 11. 11. 11.

12. 12. 12. 12. 12.

13. 13. 13. 13. 13.

14. 14. 14. 14. 14.

15. 15. 15. 15. 15.



A.
TEMPERATURE.

The following are the monthly extremes (maxima and minima) of the temperature for the whole period during which I was in Manitoba, with the places where the observation was taken. These particulars are extracted from the *Monthly Weather Review* of the Meteorological Service of the Dominion. The scale is Fahrenheit.

	Places.	Maxima.	Places.	Minima.	Mean Temperature for Month.
1898.					
August	St. Albans	105·5	Fort Ellice	30·	67·75
September	do.	100·	Elkhorn	10·7	55·35
October	Hillview	66·	Fort Ellice	3·	34·50
November	Minnedosa	59·7	Posen	-35·	12·35
December	Fort Ellice	41·	Oakbank	-42·5	- 75
1894.					
January	Dauphin	44·	do.	-52·	- 4·
February	do.	43·	Dauphin	-39·	2·
March	do.	48·	Brandon	-31·6	8·20
April	Winnipeg and Dauphin	77·	Channel Island	- 4·	36·50
May	Fort Ellice	95·	Fort Ellice	23·	59·
June	St. Albans	100·5	do.	21·	60·75

	Places.	Maxima.	Places.	Minima.	Mean Temperature for Month.
July	Fort Ellice	105°	Oakbank	34°	69°50
August	do.	104°	do.	31°	67°50
September	Emerson	98°5	Brandon	10°6	54°55
October	St. Albans	70°5	do.	14°	42°25
November	Fort Osborn	50°0	Oakbank	-32°	9°
December	Minnedosa	44°3	Hillview	-34°	5°15
1895.					
January	St. Albans	30°5	Oakbank	-43°	- 6°25
February	Emerson and Portage la Prairie	48°	do.	-50°	- 1°
March	Brandon	56°3	Brandon	-35°4	10°45
April	do.	88°4	Oakbank	14°	51°20
May	Emerson	81°	Elkhorn	18°5	49°75
June	Portage la Prairie	88°	Oakbank	30°	59°
July	Brandon	92°5	Hillview	33°5	63°

Average Maximum, 72°·3. Average Minimum, -5°·1.
 The Mean of the Maxima and Minima temperatures for the
 two years, 83°·6.

B. SNOW.

The following are the statistics of the number of days (of 24 hours each) in every month on which the snow fell during the years 1886 to 1889, which are the latest years available. That is to say, taking the instance of the days of January, 1886, on which snow fell at numerous stations throughout the province, if we divide the aggregate of all the observations by the number of stations at which snow fell, the conclusion is that there were seven days and three-tenths of another day on which snow fell, and on which, therefore, in any other year, snow may not unreasonably be expected in any part of the province.

Similarly, the concluding "yearly average" shows that on thirty-seven days and one-tenth, that is to say, for fully five weeks, snow fell night or day.

	January.	February.	March.	April.	May.	October.	Novmbr.	December.	Yearly Totals.
1886	7.3	7.2	5.8	1.6	1.2	1.8	5.2	4.3	34.4
1887	7.1	7.6	5.1	3.0	2.1	3.8	5.0	7.5	41.2
1888	5.3	5.1	8.5	3.6	1.6	2.8	4.0	4.8	35.7
1889	8.6	5.7	3.1	2.0	2.1	1.9	5.9	7.8	37.1

Total ... 148.4

Monthly Averages {	7.0	6.4	5.6	2.5	1.7	2.5	5.0	6.1	
--------------------	-----	-----	-----	-----	-----	-----	-----	-----	--

Yearly Average. about 37.1.

C.

BIBLIOGRAPHY.

In spite of some disparagement in my first chapter of books of travel, the reader may as well have my views on some specimens of the existing literature of Manitoba slowly emerging from the literature of Canada.

Having availed myself of the books entered in the list of a circulating library under the titles "Canada" and "Canadian," as well as "Manitoba," I have thought best to note one or two books which do *not* touch on Manitoba, that my readers may know what to avoid.

Manitoba Official Handbook and *The Visit of the Tenant-Farmer Delegates to Canada in 1890*, by the authority of the Government of Canada.

These and the other Government publications, obtainable gratis at Government, shipping, and railway agencies, should of course be read; but literature of this class requires supplementing by the experiences of private and disinterested persons, such as those I now arrange chronologically.

Manitoba, its Infancy and Growth. By REV. G. BRYCE. Sampson, Low & Co. Price 7s. 6d. 1882.*

The cast of this work is purely historical. The 1882 edition is fuller than the prior one.

*Mr. J. F. Dunn, bookseller, of 23, Ludgate Hill, London, E.C., will supply most of the following books at 3d. discount in the shilling on the given price.

Canadian Pictures drawn with Pen and Pencil. By the
MARQUIS OF LOBNE, K.T. The Religious Tract Society,
Price 6s. net. About 1884.

A quarto volume, with plenty of pictures, but with only a few pages on Manitoba. A picture of Winnipeg in 1882 is incorrect till reversed in a looking glass, and the numerous steamers there shown are things of the past. Perhaps no book is more suitable for giving the family of an intending emigrant an all-round notion of Canadian life.

A Short History of the Canadian People. By MR. BRYCE.
Sampson, Low & Co. Price 7s. 6d. 1887.

This incorporates much of his previous volume, but has the advantage of being newer, of including the provinces which surround Manitoba, and deals less with the physical characteristics of the country than with historical and official characters.

Canada and the United States. By SIR E. W. WATKIN.
Ward, Lock & Co. Price 7s. 6d. 1887.

The modern history, the epoch of the railway, the absorption of the Hudson Bay territory, the relations of the Dominion and Province to the Home country, and the interaction of Colonial and British Statesmen may well be read in this volume, which will be "*caviare to the general.*"

Five months fine weather in Canada, Western United States, and Mexico. By MRS. E. H. CARBUTT. Sampson, Low and Co. 1889.

This absolutely avoids the Manitoba region.

History of the Dominion of Canada. By the REV. W. P. GRESWELL. Clarendon Press. Price 7s. 6d. 1890.

This work is published under the auspices of the Royal Colonial Institute, and contains an interesting and instructive view of English colonisation generally in its bearing on Canada. Chapter xxii gives the history of Manitoba and the north-west territories from the year 1670.

My Canadian Journal, 1872-1878. By the MARCHIONESS OF DUFFERIN AND AVA. John Murray. Price 12s. 1891. A pleasantly chatty book from the aristocratic, social, and intelligent point of view, proper to the wife of a governor-general, containing some fifty pages relative to Manitoba and its capital. The occasionally rough experience which they encountered in their travels might encourage some Englishwomen to face the hardships of emigration.

My Canadian Leaves. By FRANCIS E. O. MONCK. 1891. An account of a visit to Canada in 1864 and 1865 by a lady connected with the Governor-General's staff; very gossipy, and chiefly about personal friends. She does not get further than Ottawa.

By Track and Trail; a Journey through Canada. By

EDWARD ROPER, F.R.G.S. W. H. Allen. Price 18s. 1891.

An interesting book of travel by an expert writer, giving a graphic description and numerous illustrations of Canadian life in the West. Two chapters at least are devoted to Manitoba, and others to the north-west territories. There is scarcely a dull page in all the 455 pages, but an intending emigrant reading this book will think twice before he undertakes the voyage.

Canada and the Canadian Question. By GOLDWIN SMITH,

D.C.L. Macmillan & Co., Limited. Price 8s. net. 1891.

Mr. Goldwin Smith is very well known as a voluminously academical and political writer, who may be suspected of strong proclivities towards American annexation. This, however, he repudiates. He disparages the whole scheme of the Canadian Pacific Railway.

The Barren Ground of Northern Canada. By WARBURTON

PIKE. Macmillan & Co. Price 10s. 6d. 1892.

This is a record of a musk ox expedition in 1889, starting from Calgary and Edmonton to Athabasca, one of the north-west provinces. It has little relation to Manitoba.

Through Canada with a Kodak. By the COUNTESS OF ARBER-

DEEN. W. H. White and Co., Edinburgh. Price 2s. 1893.

A chatty book for the drawing-room, paying small attention to Manitoba.

Sunny Manitoba. By A. O. LEGGE. Fisher Unwin.

Price 7s. 6d. 1893.

An up-to-date book, agricultural in its tone, carefully and pleasantly put together by a father whose two sons seem pledged to Manitoban farming.

Winter and Summer Excursions in Canada. By C. L. JOHNSTONE. Digby. Price 6s. Date about 1894.

Intending emigrants should certainly read this. The writer was out there between 1890 and 1893. He is much in touch with the English Church in the North-west Territories, and very critical of the glowing descriptions of emigrants' prospects held out by land agents and the Railway Company.

Five Years in Canada. By W. M. ELKINGTON. Whittaker and Co. Price 2s. 6d. 1895.

Mr. Elkington, who lives and has a sub-publisher at the colonially-suggestive town of Rugby, seems to have been an active emigrant for four years and two months, during 1889-1893, though he manages a journey to England during the period, and calls the whole "five years." For a year he "learnt farming" with Mr. T., at Strathclair, on the Manitoba and North-Western Railway. He then took up a quarter section at Qu'Appelle, which is 127 miles west of the province with which I deal. He occasionally lets himself out with his team for months at a time, hires himself out to

Lord Brassey's Sunbeam Farm, and eventually deserts his farm for a ranche in the same neighbourhood, where he is employed to look after cattle and break in horses. He is then compelled to return finally to England, leaving Canada with regret. The last chapter is devoted to statistics showing the advantage of ranching over farming, but the author had no ranching experience except in a subordinate capacity. The whole book is pleasantly and ably written by an educated man with an eye to incidents.

A little about Manitoba. By C. M. MIALl in 'Belgravia.'
White & Co., London. Price 1s. February, 1896.

An article of twenty-nine pages, dealing with life near Stony Mountain. The author is alive to the contrast of the life with that in England, and has a good deal to say about the winter and sleighing. He, too, is adversely critical of the emigration agent.

The Canada Handbook and *The Canada Circular*. published yearly and quarterly respectively, by the Emigrants' Information Office (31, Broadway, Westminster. price 1d.). have a dozen or more pages full of carefully-arranged and trustworthy facts as to Manitoba.



INDEX.

A.

Accidents, 28, 35.

Amusements, 79.

Assiniboine, 36, 44, 49, 59, 85.

B.

Beds, 25, 32, 36, 83.

Bibliography, 102—107.

Black-fly, 25.

Boarding-house, 21.

Box-car. 31, 36.

Bread, 17.

Bridges, 31.

Buildings, 43, 45, 46, 47.

C.

Caboose, 31, 91.

Canadians, 52.

Canadian Pacific Railway, 6,
10, 93.

C. P. R. Co., 12, 13, 33, 87.

Camp-life, 38.

Chest, 33, 36.

Chicago, 87, 89, 94.

Chinese, 63.

Churches, 79, 83.

Church Emigration Society, 40.

Clerks, 39.

Clothes, 69, 70, 71.

Coal-oil, 65.

Coinage, 81.

Cord-wood, 35, 38.

Credit System, 51, 52.

Curling, 60.

Customs, 45.

D.

Danes, 14, 28.
Depôt at Winnipeg, 13.
Dining-car, 67.
Dogs, 72.
Dragoons, 84.
Dufferin, Marchioness of, 104.

E.

Education, 76.
Election, 56, 57.
Electric Railway, 44, 80.
Elevator, 9, 11.
Elm Park, 44.
Emigrants, 3, 13 ; Female, 8,
17, 27.
Emigration House, 13.
Employment-agents, 14, 54.
Employment-office, 14.
Engine, 8, 34.
Exporting produce, 12.
Express carts, 21, 59.

F.

Farming, 51, 53, 94,
Fires, 75, 77, 95.
Fish, 49.

Floods, 49.

Food, 6, 16, 25, 27, 49, 50.
Food on C. P. R., 68.
Foreman of Section, 17, 27.
Fort Garry, 46.
Fort William, 9.
Freight-trains, 29, 31.
Frost-bite, 63, 64, 65.
Fuel, 40, 62.

G.

Game, 68.
Germans, 3, 90.
Greenway, Mr., 13.
Greetings, 80.

H.

Heating, 69, 76.
Herrings, 3.
Hospital, 35, 63, 75.
House-moving, 47.
Hudson Bay Co., 44, 103.

I.

Ice on river, 44.
Icebergs, 4.
Icelanders, 3, 62.

I—continued.

Independence Day, 89.
Intoxicants, 8.
Isolation, 17, 94.

L.

Labor hours, 61, 78.
Labourer, 37.
Lake of the Woods, 39.
Lake Superior, 8.
Licensing laws, 83, 55.
Lumber, 11, 88.
Labouchere, Mr., 83.
Lorne, Marquis of, 103.

M.

Macdonald, Sir J. A., 84.
Main Street, 21, 32, 43, 46.
Manners, 80.
Maps, 10.
Meals, 2, 42, 65, 67, 83, 89.
Mechanic, The, 37, 42, 52.
Meteorological Service, 41, 99.
Mosquitoes, 24, 74.
Music, 79.

N.

Northern Pacific Railway, 36,
73, 87.
Norwegians, 3, 14, 27.

O.

Odd jobs, 34, 35, 37.
Operator, 30.

P.

Pedlar, 19.
Pie, 16, 42.
Police, 32, 84, 85.
Port Arthur, 9.
Post Office, 82.

Q.

Quebec, 5, 6.

R.

Rainy River, 10.
Ranching, 13, 107.
Raspberry, 16, 43.
Rat Portage, 9.
Red River, 11, 49, 60.
Red River fever, 43.
Restaurants, 42, 65.

R—continued.

"Road," 17, 74.
Road-master, 29.
Russian thistle, 73.

S.

S. Boniface, 75.
S. Mary's Canal, 12.
Saloon, 54, 55, 72.
Saloon informers, 56.
Saltwort, 73.
Salvation army, 28, 36.
Sanitation, 48.
Scalper, 90, 91.
Scenery, 8.
Section-house, 25, 30.
Section-men, 14, 24.
Sleeping on C. P. R., 7.
Sleighs, 85, 64, 69, 73.
Snow, 41, 60, 70, 101.
Soil, 42.
Sports, 58, 60.
Steerage accommodation, 1.
Stoves, 66, 76, 77.
Streets, 43, 61.
Sunday, 18, 56, 88.
Swedes, 14, 28.

T.

Tank-station, 9.
Tea, 26.
Telephones, 77, 78, 79.
Thistle, Russian, 73.
Tinsmith, 42.
Trail, 18.
Trolly, 26, 81.
Typhoid, 48.

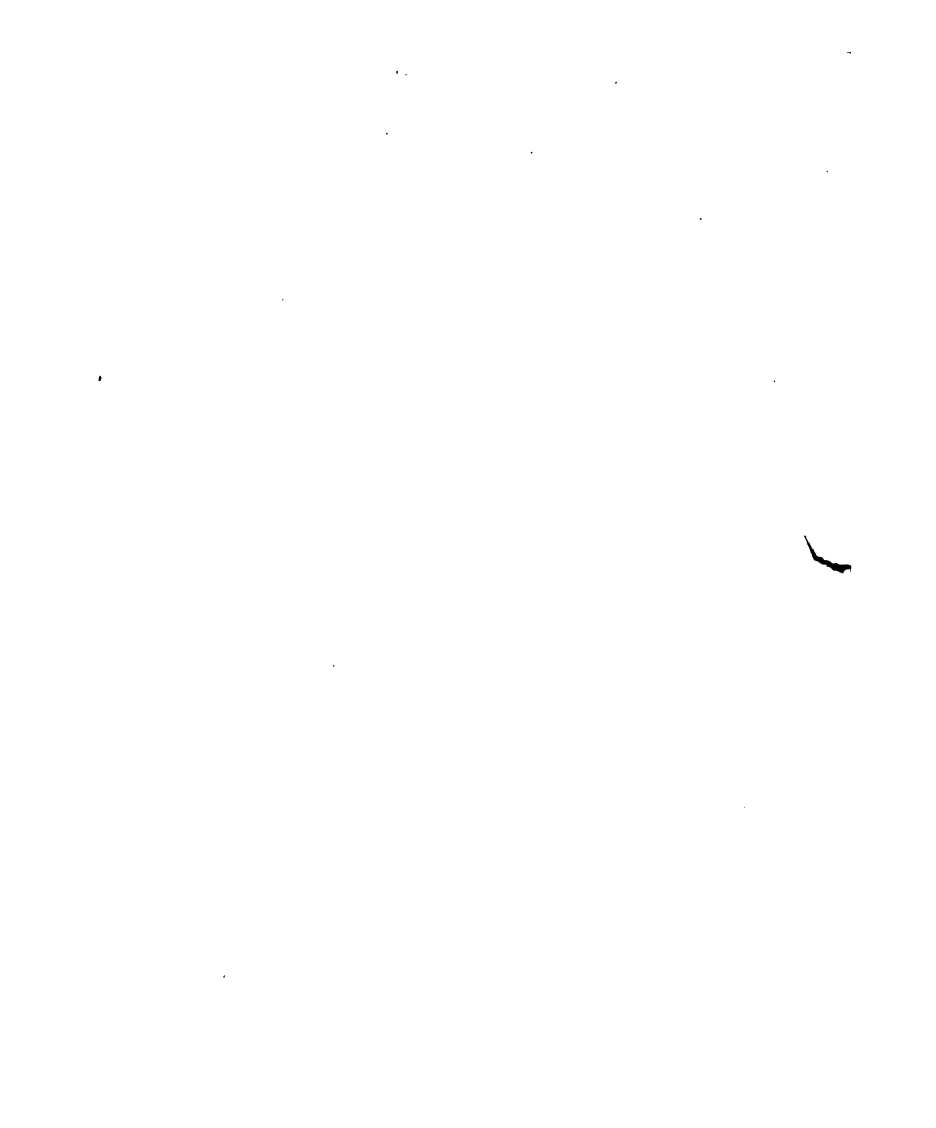
V.

Vegetables, 50, 67, 94.
Vermin, 74.

W.

Wages, 16, 34, 35, 38, 39, 54,
61, 63.
Water, 37, 43, 74.
Water supply, 37.
Water-bridge-gang, 31.
Weeds, 73.
Week-end, 10, 59.
Well-sinking, 34, 42.
Winter, 37, 40, 41, 51, 53, 54,
61, 62, 69, 96.





34

This book should be returned to
the Library on or before the last date
stamped below.

A fine of five cents a day is incurred
by retaining it beyond the specified
time.

Please return promptly.

